HENNESSY'S
THREE STAR
BRANDY.
Insist upon having it.

The Bombay Gazette.

BOMBAY BRANCH OF THE ROYAL TIO SOCIETY

No. 52,861—NEW SERIES. BOMBAY :—MONDAY, MAY 11, 1903. PRICE 4 ANNAS.

TEN PAGES]
PUBLISHED MONTHLY PRICE ANNAS 8.
THE INDIAN RAILWAY
TRAVELLERS' GUIDE.
THE BEST AND MOST COMPLETE GUIDE IN INDIA.
Time and Fare Tables of all Indian Railways Steam Boats, and Daks, Places of interest Inland and along the Coast, Postal and Telegraphic information, &c., &c.
COLOURED MAP OF INDIA.
"Bombay Gazette" Press, Fort, Bombay.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

DEPARTURES FOR EUROPE

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

SATURDAY 2 P.M.

Vessels.	Tons.	Captains.	1903.
† M.L. CALEDONIA	7558	R. H. Gordon	16th May
" INDIA	7911	F. W. Vibert	23rd "
M.L. PENINSULAR	5294	A. G. Cubitt	30th "
" EGYPT	7912	G. L. Langborne	6th June
M. L. INDIA	7911	F. W. Vibert	13th "
" ARABIA	7903	T. Leigh	20th "
M. L. EGYPT	7912	G. L. Langborne	27th "
" PERSIA	7951	W. A. Wheler	4th July
M. L. ARABIA	7903	T. Leigh	11th "
" CALEDONIA	7558	R. H. Gordon	18th "
M. L. PERSIA	7951	W. A. Wheler	25th "

The steamers marked M. L. proceed to Marseilles, Plymouth and London, passengers for Brindisi transhipping at Port Said.

Those marked † M.L. will call at MALTA, MARSEILLES, PLYMOUTH, and LONDON, passengers for BRINDISI transhipping as above.

The steamers marked * proceed to Aden only, and Passengers transfer there for Brindisi, Marseilles, Plymouth or London.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to sailing, and CABIN BAGGAGE before 9 A.M., on SATURDAY. The attention of Passengers is called to the importance of having their Baggage Labelled with Port of Destination.

Tenders leave the Ballard Pier on day of sailing. All Passengers must attend at that place between 11-30 A.M. and 12-30 P.M., for medical inspection by the Health Officer of the Port, and no one will be allowed on board the Mail Steamer unless so examined and conveyed thence in the Company's steam barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passengers cannot go on board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AND AUSTRALIA.

The Company's STEAMERS LEAVE BOMBAY FORTNIGHTLY, usually on WEDNESDAYS, taking Passengers for the STRAITS, CHINA, and JAPAN, and return Tickets are issued on favourable terms.

Cargo Steamers are despatched to China at frequent intervals calling at Ports en route.

F. RITCHIE,
Superintendent, P. & O. S. N. Company.
Bombay, 7th May, 1903.

HOMEWARD PASSAGES.

GRINDLAY GROOM & Co.,
BOMBAY.

PASSENGERS booked without charge, and on Favourable Terms. Berths carefully selected.
SLEEPING CAR and CONTINENTAL RAILWAY TICKETS procured.
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PASSAGES booked to ENGLAND via JAPAN and AMERICA, by the Canadian Pacific, Occidental and Oriental, and Pacific Mail Routes.
HANDBOOK giving Details of Fares, &c., and List of Sailings by all Lines sent free on application.
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BAGGAGE shipped and cleared and Insurance effected covering all risks.
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CIRCULAR NOTES, BANK NOTES, DRAFTS, and SOVEREIGNS at current rates.

Calcutta Agents.—GRINDLAY & Co.
LONDON AGENTS.—GRINDLAY & Co.

AUSTRIAN LLOYD'S S. N. Co.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

BOMBAY TO TRIESTE VIA ADEN, SUEZ AND PORT SAID.
DIRECT LINE.

Steamer.	Captain.	Tons.	To sail on
IMPERATOR	P. Ivellich	4,119	1st June 1903.

PASSAGE MONEY.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE	Rs. 600,	Rs. 325,	Rs. 150

ORDINARY LINE.

Steamer.	Captain.	Tons.	To sail on or about
a b FRANZ FERDINAND	A. Martinolich	6,943	17th May 1903
b CHINA	F. Mazza	5,160	13th June 1903
b SILESIA	G. Gnezzo	5,155	18th June 1903

a Will call at Karachi. b Will call at Fiume.

PASSAGE MONEY BY THIS ROUTE.

	Saloon.	Deck.
TO TRIESTE OR VENICE	Rs. 400	Rs. 150,

RETURN TICKETS TO TRIESTE AND VENICE AVAILABLE FOR ANY PERIOD WITHIN TWO YEARS.

1st Class Rs. 900. 2nd Class Rs. 432. Saloon Rs. 600.

THROUGH TICKETS TO LONDON.

1st and 2nd Class Single and Return Tickets are issued via Trieste, the St. Gothards, and other Routes.

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO.

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyd's and the Return Voyage by the Messageries Maritimes Co., at reduced fares.

Passengers to VENICE tranship at TRIESTE to another steamer of the Company, which takes about 6 hours to cross the Gulf.

STEAM TO JAPAN, VIA COLOMBO, PENANG, SINGAPORE, HONGKONG, YOKOHAMA, AND KOBE.

Steamer.	Captain.	Tons.	To sail on or about
TRIESTE	E. Mocenni	5,05[illegible]	23rd May, 1903.

For further particulars, regarding Passage, apply to
R. SCARPA, Agent.
Sassoon House, 2, Church Gate Street.
Bombay, 1st May, 1903.

NAVIGAZIONE GENERALE ITALIANA FLORIO AND RUBATTINO UNITED COMPANIES.

BOMBAY to NAPLES and GENOA direct or BRINDISI and VENICE
(transhipping at PORT SAID).

Vessels.	Tons.	Captains.	To sail on
Dec. BALDUINO	4,686	G. Canepa	15th May, 1903.
R. RUBATTINO	4,239	M. Saporiti	15th June, 1903.
Dec. BALDUINO	4,960	G. Canepa	15th July, 1903.

RATES TO THE ABOVE PORTS INCLUSIVE OF WINE AND BEER.

	1st Class.	2nd Class.	3rd Class.
Single tickets	Rs. 600	Rs. 350	Rs. 165
Return tickets available 2 years	" 900	" 525	

Through and Return Tickets to LONDON on application. Through tickets to New York in connection at Naples or Genoa with the Company's weekly service. 1st Class, Rs. 930; 2nd Class, Rs. 606. Special Rates for Missionaries. Passengers for Europe have the option of going via Genoa and returning via Venice or vice versa, and can break their journey at any port en route.

BOMBAY TO SINGAPORE AND HONGKONG.

Vessels.	Tons.	Captains.	To sail on
CAPRI	6,000	G. Belsito	16th May 1903.
ISCHIA	6,000	D. Maganzini	17th June 1903.

Excellent accommodation. SALOON Fares to SINGAPORE Rs. 165, and to HONGKONG Rs. 220.

F. CROCCO, Agent.
Esplanade Road, No. 2

NOTES.

INDIAN LAND REVENUE,
FOR PRINCIPLE AND SOUND POLICY
BY
TODARMAR;
Price Re. 1, Postage half-anna.
To be had at the "Bombay Gazette," Bombay.

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED,
Intend to despatch Steamers as follows :—

FOR KURRACHEE DIRECT.

S. S. "DWARKA," 1,695 tons, on FRIDAY, the 15th May, at 2 p.m., or later, on arrival of the English Mail.

FOR KATHIAWAR COAST PORTS, KURRACHEE AND PERSIAN GULF.

S. S. "HENZADA," 2,076 tons, on TUESDAY, the 12th May, at 10 a.m., calling at Veraval, Mangrole, Porebunder, Cutch Mandvie, Kurrachee, Pashni, Muscat, Jask, Bunder Abass, Lingo, Bahrein, Bushire and Koweit, in the foregoing or any order (weather permitting).

FOR KURRACHEE, MUSCAT, BUSHIRE AND BUSREH.

S. S. "KISTNA," 1,182 tons, on THURSDAY, 14th May, at 10 a.m.

FOR MOMBASA, ZANZIBAR, BEIRA, DELAGOA BAY, DURBAN AND CAPE PORTS.

S. S. "NUDDEA," 3,005 tons, on or about TUESDAY, 12th May.

MACKINNON, MACKENZIE & Co., Agents.
Bombay, 9th May, 1903.

KING, KING & Co.,

BANKERS AND EAST INDIA AGENTS, BOMBAY.

PASSAGES engaged, and best available Berths secured, at Lowest Rates obtainable by P. & O., and all other Steamers, Free of Charge for Commission.

Latest List of Sailings, Fares, and full information furnished by return of post, on application.

Special attention paid to the grouping of Passengers travelling 2nd Class by P. & O.

Every Assistance rendered to Passengers on arrival in Bombay. Baggage taken over at the Railway Stations and Shipped.

Special Agents of the Firm meet all Steamers at Brindisi and Marseilles.

Packages of every description received for despatch as Cargo to Messrs. Henry S. King & Co., London; or Messrs. King, Baillie & Co., Liverpool. Freight and Marine Insurance at the Lowest Rates. Quotations furnished on Application.

KING, HAMILTON & CO.,
CALCUTTA.
HENRY S. KING & Co., LONDON.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To Sail on THURSDAY.
CALEDONIEN	4,233	Marcantetti	4th June 1903
OCEANIEN	4,259	Guigues	2nd July 1903.
ERNEST SIMONS	5,707	Dupuy Fromy	30th July 1903.

INTERCHANGEABLE TICKETS WITH THE AUSTRIAN LLOYD'S S. N. Co.

The Company are now in a position to issue RETURN TICKETS available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Fares. This arrangement will prove, in some cases, of special advantage to Passengers on three months' privilege leave.

TO COLOMBO, SINGAPORE, JAVA, SAIGON, TONKIN, CHINA, AND JAPAN.

S. S. "ERNEST SIMONS," 5,707 tons, Captain Dupuy Fromy, to sail on or about the 27th May, 1903.
For further particulars apply to
P. de BURE, Agent.
New Oriental Bank Buildings, 57, Esplanade Road, Bombay.

THINK OF THIS.
WE HAVE STARTED AGAIN.
WE WILL GIVE
Rs. 2,000
FIRST PRIZE.
Prize Tickets will be presented free of cost to the Purchasers of a
STERLING CHAIN,
A Pretty Design.
Re. 1-8,
OR A
SET OF SOVEREIGN STUDS,
Re. 1-8,
OR A
LADY'S NECK CHAIN,
First Time in India,
Rs. 2,
OR AN
ENGLISH ROUND TIME-PIECE,
An elegant and correct-time keeper.
Re. 3-8
(WITH FIVE YEARS' GUARANTEE.)
ENGLISH SQUARE TIME-PIECE,
None equal to these in the Market,
Rs. 4-8.
(WITH TEN YEARS' GUARANTEE.)
LADY'S OR GENT'S SILVER WATCH,
Rs. 7-8.
(WITH FIVE YEARS' GUARANTEE.)
UP-TO-DATE
These WATCHES and TIME-PIECES are up-to-date in London and America, not for their Cheapness but for thier Durability and Reliable Timekeeping.

Free Tickets will be issued up to 6th JUNE, and the DRAWING will be held on the 13th JUNE, 1903, on the "Art Union Principle," in the presence of Representatives of Local Newspapers and the Public, who are cordially invited to witness the *bona fide* drawing.

PRIZES.

			Rs.
1	Prize	Cash	2,000
1	Do.	"	500
5	Prizes	" Rs. 150 each	900
3	Do.	" " 75 "	225
2	Do.	" " 50 "	100
25	Do.	" " 25 "	625
10	Do.	" " 20 "	200
50	Do.	" " 15 "	750
50	Do.	" " 10 "	500
50	Do.	" " 5 "	250
100	Do.	" " 4 "	400
100	Do.	" " 3 "	300
125	Do.	" " 2 "	250
523	Prizes	Total	7,900

N.B.—Out-station Orders promptly and carefully attended to on V.-P. System.
And NOT against Money Order.

C. ARDESHER & Co.,
SOLE AGENTS,
ART JEWELLERS AND WATCH MANUFACTURERS,
178, DHURRUMTOLLAH STREET, CALCUTTA.

REPORTS, Petitions, Memorials, Business Announcements, Bill Forms, Books, Pamphlets, &c., &c., printed with neatness and promptitude and at lowest rates. Special terms for large contracts. Apply to the Manager, "Bombay Gazette" Steam Press.

A NEW DEPARTURE.

THE WEST END WATCH COMPANY, whose retail business in India has until now been confined to the sale of Watches and Clocks of their own manufacture and bearing their widely-known trade mark, have now opened a new department for the sale of GOLD JEWELLERY of English and Continental Manufacture.

They have now on view at their New Premises, at 11, Hornby Road, a splendid selection of Jewellery of excellent taste and perfect workmanship, which has been selected on the spot in the best manufacturing centres of Europe by a member of the Firm.

THE STOCK COMPRISES
DIAMOND, PEARL AND FANCY STONE NECKLETS, PENDANTS, BROOCHES, RINGS; GEM SET AND PLAIN GOLD BRACELETS, BANGLES, BROOCHES, SAFETY PINS; MUFF CHAINS in a VARIETY of DESIGNS, PLAIN GOLD and GEM SET; ARTISTIC SILVERWARE SUITABLE for PRESENTS, TABLE-WARE, TOILET ARTICLES, CARD CASES, CIGARETTE CASES, MATCH BOXES, etc.

Prices will be found extremely moderate, as the WEST END WATCH COMPANY have determined to adhere to the same system of business which has popularised their Watches. All goods are marked in plain figures at net cash prices. The West End Watch Company do not open any credit accounts, and are prepared to offer to cash buyers the full advantage of purchasing at rates which cannot be equalled by firms which have to face the risks and losses incidental to businesses conducted on credit lines.

The West End Watch Company invite the Public of Bombay to call and inspect their Stock. Visitors may do so without being importuned to purchase, and all enquiries will receive their careful consideration.

WEST END WATCH COMPANY,
11, HORNBY ROAD, FORT.
(OPPOSITE THE BOMBAY POST OFFICE.)

THE TWO BEST
INDIAN CIGARS
IN ASIA
ARE
BOUQUETS
AND
LIGHT OF ASIA
CIGARS.
A TRIAL WILL CONVINCE YOU
OF THIS.

McDOWELL & CO., LD.,
MADRAS.
WRITE FOR ILLUSTRATED CATALOGUE.

ICES, ENGLISH AND ITALIAN
CAKES AND
FANCY SWEETS.
WE HAVE THE MOST VARIED ASSORTMENT ON PLAIN AND FANCY CAKES FOR FESTIVE OCCASIONS IN BOMBAY.
Our Confectioners are artists and turn out the most artful DINNER-TABLE DECORATIONS in the form of palatable SWEETS ever sold in India.
BREAKFASTS, TIFFINS, AND DINNERS AVAILABLE DAILY.
WINES AND SPIRITS OF ALL DESCRIPTIONS.
SELECT BILLIARD TABLE.
PEARSE & CO.,
BY APPOINTMENT TO H. E. THE GOVERNOR,
SIRDAR'S PALACE, FORT, BOMBAY.

"CROWN" ORGANS.
A NEW SUPPLY JUST TO HAND.

THE "CROWN" ORGANS have stood the test of time and hard use during the last thirty years.
THE "CROWN" ORGANS are in the fullest sense Instruments of the highest order.
THE "CROWN" ORGANS are sold on terms which are easy, and each style is sold with the absolute guarantee that it is the best that can be made for the Price asked.
THE "CROWN" ORGANS are guaranteed for 10 years, a written guarantee being given with each Instrument sold.
THE "CROWN" ORGANS have original and unique designs of hand-rubbed cases which gives them an elegant finish.
THE "CROWN" ORGANS have a sweet, deep, mellow tone so much desired by true musicians.
THE "CROWN" ORGANS are proof against rats. They are really triple mouse-proof as the bottom of case is closed.
THE "CROWN" ORGANS have valves so made as to prevent squeaking.
THE "CROWN" ORGANS are built of the best material throughout and guaranteed that there is no "Shoddy" used, like blotting paper and cloth, instead of felts and leather.
THE "CROWN" ORGANS are built to stand the test of time and hard use. They will last a long life-time.
THE "CROWN" ORGANS are made to wear and to give satisfaction in every instance.
THE "CROWN" ORGANS are offered at Rs. 225, Rs. 280, and Rs. 360. Catalogue of details of each style will be forwarded on application to

THE SOLE AGENTS:
MARCKS & CO., LD.,
BOMBAY AND POONA.

MONGINI BROTHERS,
MANUFACTURING CONFECTIONERS AND CATERERS,
SPECIALISTS IN
WEDDING, CHRISTENING AND BIRTHDAY CAKES,
ARTISTICALLY DECORATED.
FANCY CAKES
OF EVERY DESCRIPTION,
FONDANTS,
ALMOND PASTE SWEETS,
CHOCOLATES, &c.,
MADE FRESH ON THE PREMISES.
A LARGE ASSORTMENT OF
CRACKERS, FANCY BOXES AND BASKETS,
SUITABLE FOR PRESENTATION.
ALL ORDERS CAREFULLY ATTENDED TO BY THE MANAGING PROPRIETORS.
MONGINI BROTHERS,
25—27, CHURCH GATE STREET, FORT, BOMBAY.

PIANOS
SCHIEDMAYER STUTTGART.
MAKERS to all the Courts of EUROPE.
40 MEDALS AND DIPLOMAS.
GRAND PRIX, PARIS, 1900.
THE ONLY SCHIEDMAYER PIANOS AWARDED GOLD AND SILVER MEDALS AT CALCUTTA EXHIBITION.
AS THE BEST SUITED TO THE CLIMATE OF INDIA, THEIR REPUTATION IS STILL TO THE FRONT.
ALL UPRIGHT PIANOS WITH UNDER DAMPER ACTIONS.
SEE PRICE LIST OF TENSE STEEL FRAME PIANOS.
SOUNDY & CO., LD., BOMBAY.

W. B. GREEN & CO.'S
APOLLO BUNDER RESTAURANT.
THE
COOLEST SPOT
IN BOMBAY.
BREAKFASTS, TIFFINS & DINNERS
TABLE D'HOTE or A LA CARTE.
served till 8-45 P.M.
SPECIAL LADIES ROOM FOR LIGHT REFRESHMENTS.
ICE CREAMS, CAKES, THE LATEST AMERICAN DRINKS.
THE BAND OF THE XXIII BOMBAY RIFLES
PLAYS EVERY WEDNESDAY EVENING from 7 to 9 o'clock.

PUBLIC NOTIFICATIONS.

BANDSTAND,
MOONLIGHT VOCAL
AND
INSTRUMENTAL CONCERT.
TUESDAY, MAY 12TH, AT 9-15 P. M.
Band, North Stafford Regiment, &c.
REFRESHMENT BUFFET.

CONSIGNEES of Cargo arrived per S. S. "TONKIN," from COLOMBO, THE STRAITS, CHINA, and JAPAN, etc., are hereby informed that she has landed her cargo in the Stream.

All Claims for Damages, &c., must be sent into the Office within eight days after the discharge of Cargo, or before the goods are removed to the unclaimed warehouse from the landing shed, otherwise they will not be entertained. Goods on Survey will be attended to every morning.

P. DE BURE,
Agent.

Bombay, 10th May, 1903.

NOTICE.

IF YOU WANT TO SELL your PROPERTY, as Household Furniture, &c., address yourself to the BOMBAY AUCTION ROOMS Co., No. 18, Forbes Street, Fort, Bombay, who are always prepared to give you a higher offer than any one else.

NOTICE OF REMOVAL.

MESSRS. HENRY S. KING & Co., beg to give notice that on MONDAY, May 4th, 1903, their WEST END BRANCH will be REMOVED from No. 45, PALL MALL, LONDON, to New Premises which they have erected at

No. 9, PALL MALL,
(CORNER OF WATERLOO PLACE.)

NOTICE.

5 PER CENT. HOME PASSAGE DEPOSIT FUND.

THIS FUND has been started by the COMMERCIAL BANK OF INDIA, LIMITED, to meet a long felt want, and will be found most convenient and advantageous to all concerned. Payments to this Fund may be made in any sum (not less than Rs. 10) and added to at any time at the convenience of Depositors. These subscriptions will bear interest at 5 per cent. per annum and will be available at any time for the BONA FIDE purpose of payment for passage Home; such passage to be secured through the Bank per any line that Subscribers may choose.

For form of application, and other information, apply to
THE CHIEF MANAGER,

Commercial Bank of India Ld. Head Office, Calcutta, or to Branch Managers at Bombay, Karachi, Lahore, London, Madras, Rangoon, and Rawal Pindi and Amritsar and Murree Sub-Agencies.

DOCK BOUQUET AND DOCK SPECIAL CIGARS.

THE above well-known CIGARS were introduced in 1898, and we are pleased to say that wherever they have been recommended they have readily "CAUGHT ON" and the sale has steadily increased.

CAUTION.

LEGAL PROCEEDINGS will be TAKEN AGAINST all PERSONS PIRATING the above-named CIGARS, or in any way INFRINGING the RIGHTS of the PROPRIETORS or MANUFACTURERS of DOCK BOUQUET and DOCK SPECIAL CIGARS.

DINSHAW MERWAN & Co.
140, Prince's Dock, Bombay.

FOR SALE.

OFFERS will be received up to 1st June, 1903, by the Director, Royal Indian Marine, for the PURCHASE of the Iron Armour Plated Twin Screw Turret Ships
"ABYSSINIA" AND "MAGDALA"
with their Engines, Boilers, and all Fittings now on Board as they lay in the Wet Basin, Government Dockyard, Bombay.

The "Abyssinia" was built by Messrs. Dudgeon and Co., London, in 1870, is 225 feet long, 42 feet beam, 1,874 tons gross measurement, and 200 nominal H. P.

The "Magdala" was built at the Thames Iron Works in 1870, is 225 feet long, 45 feet beam, 2,137 tons gross measurement, and 250 nominal H. P.

Both Vessels are armour plated right round their sides, as well as round their superstructures and turrets, the thickness of the plates varying from 10 inches to 4 inches.

The Vessels will only be sold for breaking up and the purchaser must remove them from the Government Dockyard within one month of purchase at his own risk and expence. Dismantling will not be permitted in the Government Dockyard.

25 per cent. of purchase money to be paid on acceptance of Tender, balance before vessel is removed from Dockyard.

Application to view the Turret Ships and further particulars may be obtained from the Director, Royal Indian Marine.

S. GOODRIDGE,
Director, Royal Indian Marine.

R. I. M. Dockyard, Bombay, 27th April, 1903.

BANK OF BOMBAY.
SAVINGS BANK.

THE BANK receives DEPOSITS on the following terms:—

Sums not exceeding Rs. 1,000 in the aggregate may be deposited within any one year from 1st January to 31st December.

Deposits may be made in the names of two or more persons and the balance made payable to one or more of them or to the survivor or survivors.

Interest is allowed at the rate of THREE PER CENT. per annum on the minimum monthly balance not exceeding Rs. 5,000.

Copies of the Rules can be obtained on application at the Bank.

J. BEGBIE,
Secretary and Treasurer.

"Samples Free on Application."

FREEBOOTER GIN.

DRY GIN
OLD TOM
HOLLAND } Rs. 21 per case.
GENEVA.

FREEBOOTER GIN
IS SUPPLIED TO
THE HOUSE OF LORDS
AND
ADMIRALTY.

THE NETHERLAND DISTILLERIES, Co., Ld.

AGENTS:—D. T. KEYMER & Co.,
CALCUTTA.

AGENTS WANTED.

THE NEW "REVLUC" PINCE-NEZ.

DURING the Hot Steamy Weather when your Glasses persist in falling off your nose, a pair of "REVLUC" FRAME fitted to your own lense, will be found a great boon.

They are self adjusting
There is nothing to break
They are always Horizontal
They are the acme of comfort and very strong
No slipping off the Nose.

Prices of Frames only, inclusive of fitting:—

Nickel Rs. 3-8. Gold Rs. 35,

MARCKS & CO., LD.,
BOMBAY AND POONA.

SPECIAL SHORT ADVTS.

Only Advertisements for Clerks, Servants, &c., Houses to Let, and Goods for Sale or Wanted, are accepted in this Column.

RATES.—(Cash only.) Three lines, per insertion, One Rupee. Every additional line, Eight Annas. REPLIES will be sent "BEARING" unless amount to cover Postage is previously paid.

PIANOS TUNED at Popular Prices by competent European Tuners. Pianos renovated to a condition as good as new. First class workmanship guaranteed. Pianos inspected and estimate of cost of Repairs submitted free of charge.—MARCKS & Co., Ld., Bombay and Poona.

TAMARIND COUGH BALSAM.—A safe, speedy, and efficacious Remedy for Cough, Colds, Hoarseness, Bronchitis, &c. &c., Re. 1 per Bottle, Prepared only by THOMSON & TAYLOR, CHEMISTS, 35, Esplanade Road, Bombay.

PREMIER CYCLES.—With the celebrated Helical Steel Tube Frames. All the latest features are embodied. These fine Machines are priced to suit all classes of buyers. Sole Agents: W. H. THORNS & Co., 13-15, Hornby Row, Fort, Bombay.

DELHI DURBAR ALBUM are now READY FOR SALE, at RAJA DEEN DAYAL AND SONS. Each Album contains 100 best selected Photos of most interesting subjects. Inspection respectfully invited at SOBHAG MAHEL, Walkeshwar Road, Malabar Hill.

BEST INDIAN and CHINA SILK EMBROIDERY in Screens, Cushion, Bed and Table Covers, etc., just received.—P. MEHTA & Co., Madows Street, Fort.

SPLENDID SELECTION of CARRIAGE TIMEPIECES and CLOCKS, with and without Alarm from Rs. 20 to Rs. 150; quarter chiming Rs. 125.—CURSETJI CAWASJEE G. I. P. Ry. Watchmaker, 55, Esplanade Rd.

MAHABLESHWAR DAK.—By Special Appointment to H. E. THE GOVERNOR. Ready laid PHAETON and a TONGA between WATHAR, PANCHGANI and MAHABLESHWAR. For Rates write to N. FRAMJI ARDESHIR & Co., Government Mail Contractors, Poona.

PANCHGANI RACE VIEW HOTEL ANNEXE.—Reorganized.—Best site, comfortable accommodation. "First Class Chef." 40 years standing. Every kind of Cooking—Soup, Entrees, Sweets, Pastry, &c., PRONOUNCED FIRST CLASS" as certified by Mess Officers and P. O. Club, &c., Intending visitors should apply to MANAGER. Terms Rs. 120 per month, longer period, less.

IN CONSTANT USE FOR 10 YEARS.—Mrs. M. Blyth, Colaba, says:—Singer's Family Machines had been in constant use for 10 years, for both heavy and light work, and only cost me few annas for trifling repairs.

BEST, Fresh, Clean and Crushed or Whole GRAM, BARLEY, OATS, BRAN and specially prepared HORSE FOOD and all kinds of GRAIN for Horses can be had from GRAM and BARLEY STORES, Lower Colaba. Rates Greatly Decreased.

TOYS AND DOLLS.—A very large stock to select from. Child's Tricycles, Rocking Horses, &c., &c.—MORENAS & Co., Medow Street, Bombay.

WANTED from 1st June, a thoroughly experienced CASHIER, for a large concern in Bombay. Apply with copies of testimonials, which will not be returned, to Box "No. 635M" Advt. Dept. "Bombay Gazette."

WANTED from 1st June an experienced ASSISTANT PRINTER for the News Department of a Local Daily Paper. Apply with copies of Testimonials to Box No. "455 A," Advt. Dept. "Bombay Gazette."

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BLACK OLIVES (loose) in oil.
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CURRENT and FIXED DEPOSIT ACCOUNTS opened and interests allowed.

DRAFTS issued. TELEGRAPHIC TRANSFERS effected. PERIODICAL REMITTANCES, made.

STOCKS and SHARES bought and sold. INTEREST, PAY and PENSIONS collected.

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CAPITAL (paid up).....Rs. 10,00,000
RESERVE FUND (in Government Paper).Rs. 14,00,000

HEAD OFFICE: SIMLA.

BRANCHES:
Calcutta, Bombay, Agra, Ajmere, Cawnpore, Darjeeling, Lahore, Mussoorie, Murree, Rawalpindi, and Umballa.

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BANKING BUSINESS of every description transacted.

RULES OF BUSINESS and full information obtainable upon application.

H. P. STRINGFELLOW,
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Sub-Branches:—Murree—(April to October).
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RATES OF INTEREST ALLOWED ARE AS UNDER:
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9 to 12 months, 5 per cent. per annum.
2 years at 5½ " "
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Sums as small as Rs. 10 are received into the Bank's PRUDENTIAL FUND, bearing half-yearly compound interest at 5 per cent. per annum.
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Apply for Rules to Head Office or Branches
F. TRANACK,
Manager.
Bombay, 17th April.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid up Capital.....$ 100,00,000
Sterling Reserve Fund.....$ 100,00,000
Silver Reserve Fund.....$ 5,500,000
Reserve Liability of Proprietors.....$ 100,00,000

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BOMBAY AGENCY.
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Interest allowed at 1 per cent. per annum on Daily Balances if not under Rs. 1,000, and not exceeding Rs. 1,50,000; but no interest is allowed when the sum accrued does not amount to Re. 1 half-yearly.
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Are received for 12 months at 4 per cent per annum and for shorter periods on terms which may be ascertained on application.
Credits granted on approved Securities, and every Description of Banking and Exchange Business transacted.
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AUTHORISED CAPITAL.....£1,500,000
SUBSCRIBED CAPITAL.....£1,125,000
PAID UP CAPITAL.....£562,5000
RESERVE LIABILITY OF SHAREHOLDERS.....£562,500

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The London Joint Stock Bank.
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CURRENT DEPOSIT ACCOUNTS.
Interest allowed at 2 per cent. on the daily balance if on amount Rs. 1,000 and not exceeding Rs. 1,00,000. Sums over Rs. 1,00,000 will be received on terms to be ascertained on application.
FIXED DEPOSITS.
Rates for Fixed deposits for 12 months and shorter period to be ascertained on application.
The Bank undertakes the purchase and sale of Government Securities, Stocks and Shares, and receives same for safe custody, realising interest and dividends when due.
JAMES MURDOCH,
Manager
Esplanade Road, Bombay.

NATIONAL BANK OF INDIA, LD.

SUBSCRIBED CAPITAL ...£1,000,000
PAID-UP CAPITAL £500,000
RESERVE FUND £450,000

HEAD OFFICE:
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Lahore,	Bombay,	Colombo,	Tuticorin.
Amritsar,	Madras,	Mandalay,	Zanzibar.
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Steamer Point,	Aden.		

FIXED DEPOSITS.
The Bank receives DEPOSITS FIXED for one year and shorter periods, at Rates of Interest to be ascertained on application.
CURRENT DEPOSIT ACCOUNTS are opened for approved Customers, and interest is allowed at 2 per cent. per annum on daily balances from Rs. 1,000 up to Rs. 100,000, but no Interest is allowed when the sum accrued does not amount to Rs. 10 half-yearly.
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The Bank undertakes the purchase and sale of Government Securities, Stocks, and Shares, and receives same for safe custody realising Interest and Dividends when due.
LOANS and CASH CREDITS granted on approved Securities.
ROBERT R. ROSS,
Manager.

BANK OF CALCUTTA, LIMITED.

CAPITAL.
Subscribed.....Rs. 15,00,000
Reserve Fund ..... " 15,00,000
Uncalled Capital ..... " 5,00,000

DIRECTORS.
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" R. J. D. THOMAS, Messrs. J. Thomas & Co.
" N. A. McLEOD, Messrs. McLeod & Co.
" D. KING.

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	Per cent. Per Annum
For 3 Months.....4	
" 6 Months.....4½	"
" 12 Months.....5	"
" 2 Years.....5½	"

The Bank offers special facilities and advice to Constituents as to the purchase and sale of all Indian Securities, particularly the Shares and Debenture Stocks of Jute, Cotton, Tea, and Miscellaneous Industrial Concerns.
The Bank is prepared to guarantee the principle and interest of Debentures on its approved list on terms which may be ascertained on application. Absentee shareholders' and investors' interests carefully watched.
Orders executed on the London Stock Exchange through London Branch.
For further information apply to—
D. KING,
Agent.
Calcutta, 3rd February, 1903.
LONDON BRANCH:
GREAT WINCHESTER STREET E. C.

THE YOKOHAMA SPECIE BANK, LD.

SUBSCRIBED CAPITAL... Yens 24,000,000
PAID UP CAPITAL..... " 18,000,000
RESERVE FUND..... " 9,000,000

HEAD OFFICE:—YOKOHAMA.
BRANCHES AND AGENCIES:
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BOMBAY BRANCH.
LIBERAL INTEREST allowed on CURRENT ACCOUNT and FIXED DEPOSITS, on Terms to be learnt on application.
CREDITS granted on approved Securities and every description of Banking and Exchange Business transacted.
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CARRIAGES Lined, Painted and Repaired. REPAIRS executed with the greatest possible care and attention.
A varied stock of very fashionable New and Second hand English-built Carriages of all the latest designs always on hand for sale.
New and Secondhand Carriages Sold on Commission and Warehoused.

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MAKER and SELLER of all SORTS of Pure Indian Gold ORNAMENTS and JEWELLERY. ARTICLES highly polished on the Machine, same as the ENGLISH MAKE.

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GENT'S SUITS, &c., MADE ON INSTALMENT SYSTEM.
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HIGH CLASS AND GENUINE
EGYPTIAN CIGARETTES
Their increasing demand is a proof of their Popularity.
For PRICE LIST and SAMPLES please apply to
D. MERWAN & Co.,
SOLE AGENTS IN INDIA,
12, MEDOWS STREET, BOMBAY.

SALES BY AUCTION.

BENNETT AND COMPANY,
No. 29, APOLLO STREET.

On SATURDAY, the 16th instant, at 1 p.m., Messrs. BENNETT and Co. will sell by Public Auction at Marine Lines, opposite the 23rd Bombay Rifle Mess, valuable and handsome teak and blackwood French-polished household furniture, rice glass and crockeryware, table and hanging lamps, mahogany wardrobe, pictures, pier tables, rich table ornaments, satsuma vases, brass bedstead, English safe, musical box, &c., the property of D. S. BATLIVALA, Esqr.

Catalogues are published and the property is on view.

BENNETT & Co.

Bombay, 11th May, 1903.

CRAWFORD AND COMPANY,
No. 7, MARINE STREET.

SALE OF DAMAGED BROACH COTTON AT THE BOMBAY COTTON PRESS, COLABA.

THIS DAY, MONDAY, the 11th instant, at 1-30 p.m., Messrs. CRAWFORD and Co. will sell by Public Auction at the Bombay Cotton Press, Colaba, on account of the Insurance Office concerned—

A large quantity of machine-ginned Broach cotton damaged by fire and water.

A deposit of 25 per cent. will be required at the time of sale.

SALE OF 25 CASES DAMAGED CIGARETTES.

THIS DAY, MONDAY, the 11th instant, at 2 P. M., Messrs. CRAWFORD & CO. will sell by Public Auction at their Rooms, by order of the concerned, and on account and at the risk of the American Cigarette Company, Limited, of Shanghai, the undermentioned 25 cases damaged cigarettes.

Ex s. s. Yarra.

C N & Co.—10 cases each 50,000 L S H Red Boxes tin cartoons.

10 cases each 50,000 Rose bud in tin cartoons.
5 cases each 50,000 old glory in tin cartoons.

A deposit of 25 per cent. will be required at the time of sale.

WEEKLY AUCTION SALE.

THIS DAY, MONDAY, the 11th instant, at 2 p.m. Messrs. CRAWFORD & Co. will sell by Public Auction at their Rooms, a quantity of grey, white, and coloured piece-goods and the following:—

Furniture such as cupboards, chest of drawers, almirah, bookcase, sofas, chairs, easy chairs, dining, writing and wash-hand tables, iron safes, Brussels carpets, large musical box, playing 10 tunes with drum and bells.

1 mahogany cottage piano by Squire and Longson, London.
3 dozen fancy mirrors of three sizes.
1 D.-B. B-L. C.-F. Gun by Army and Navy, in case.

On account of the concerned ex S.S. "Clan Chisholm"—

467 M. D. M. C. 175-76—2 cases fancy zephyrs, 28in. by 3880 yards.

On account of the concerned ex S.S. "Clan Mackenzie"—

1 hogshead about 50 gallons Greer's "O. V. H." Old Vatted Highland Whisky and 1 case labels and capsules.

AT 2 P.M.

Few gent's bicycles by different makers.
1 French-polished office shigram.
1 double-seated glass fronted brougham.
1 light victoria.
1 second-hand vis-a-vis.

And any other carriages and horses which may be offered.

TO-MORROW, TUESDAY, the 12th inst. at 1 p.m., Messrs. CRAWFORD & Co. are instructed to sell by Public Auction at No. 1 Tents, Wellington Lines, opposite Young Men's Christian Association Rooms, the valuable and handsome French polished blackwood and teakwood household furniture, set of drawing-room sofas and chairs, lined plush, platedware, crockery and glassware, double door Chubb's lock, safe, and stand, fancy table ornaments, windproof lamps, carpets, &c., the property of E. H. MACDOWELL, Esq.

Catalogues are published, and the property is on view.

SALE OF SACCHARINE, SODA WATER MACHINES, CEDAR LEMON OIL, AND ROSE SWEET ORANGE OIL.

On MONDAY, the 18th instant, at 2 p.m., Messrs. CRAWFORD & Co. will sell by Public Auction at their Rooms, by order of Messrs. R. A. Parakh & Co. and on account and at the risk of Mr. E. D. Emden trading as Messrs. Rogers & Co. Aerated Water Manufacturers, of Hummum Street, Bombay—

2 cases each about 112 lbs refined saccharine.
4 packages of soda water machines, second-hand, by Heyward Tyler & Co.
8 cases of finest Cedar Lemon Oil and Rose Sweet Orange Oil in equal quantities.

AUCTION SALE OF VALUABLE BUNGALOWS AT LANOWLI AND PIECES OF VACANT LAND AT LANOWLI AND KHANDALA.

Under instructions from the Administrators to the estate of the late Mr. Meherjibhoy Rustomjee Sorabjee Kharas, Messrs. CRAWFORD & Co. will sell by Public Auction at Lanowli, on the premises described as lot No. 1, on SUNDAY, the 24th day of May, 1903, at 3 p.m., the undermentioned bungalows at Lanowli and pieces of vacant land at Lanowli and Khandala suitable for building purposes.

LOT No. 1—LANOWLI PROPERTY.

A piece of land containing 9,036 square yards or thereabouts, registered under new Survey No. 207, together with the bungalow, cookroom, servants' quarters, stable, and a well standing thereon, situate at Lanowli, on the public road near the Post Office and Railway Station and known as "Lanowli Hotel."

LOT No. 2—LANOWLI PROPERTY.

A piece of land containing 4,117 square yards or thereabouts, registered under new Survey No. 205, together with the bungalow, cookroom, godown, and a large well standing thereon, situate at Lanowli on the public road from Bombay to Poona and close to Lots Nos. 1 and 3.

LOT No. 3—LANOWLI PROPERTY.

A piece of land containing 3,073 square yards or thereabouts, registered under new Survey No. 205 together with the bungalow and servants' quarters standing thereon, situate at Lanowli on the public road to Khandala.

LOT No. 4—LANOWLI LAND.

All those seven pieces of vacant land situate at Lanowli near the Railway Workshops, measuring about 11 acres, and registered under new Survey Nos. 230, 231, 232, 233, 2334, 2336 and 237.

LOT No. 5—LANOWLI LAND.

All that piece of vacant land, with a well standing thereon, situate at Lanowli on the way to Sakur Pathar, near the Woodland Hotel, measuring about 5½ acres, and registered under new Survey No. 42.

LOT No. 6—KHANDALA LAND.

All that piece of vacant land measuring about 6 gunthas, and registered under new Survey No. 209, situate at Khandala, on the top of a hill near the Railway Station, and opposite the bungalow of Mr. D. D. Davur, Barrister-at-law.

For further particulars and conditions of sale application may be made to the Undersigned at their office in Bank Street, Fort, Bombay.

CRAWFORD & Co.

Bombay, 11th May, 1903.

NEWSPAPER SUPPLY AGENCY,
7, HORNBY ROAD.
THIS AGENCY SUPPLIES THE
BOMBAY DAILY PAPERS
FOR PERUSAL IN THE MORNING AND NOON
AT MODERATE MONTHLY SUBSCRIPTION,
ALSO
HOME-PAPERS AND MAGAZINES.
Mofussil Residents are also supplied with Papers
OR TERMS APPLY TO
VINCENT AND COMPANY.

WINES, SPIRITS, BEERS, &c.

CLUB BLEND WHISKY.
A FIRST CLASS BRAND AT A MODERATE PRICE,
WELL WORTH A TRIAL.
Of all dealers, or of
ALDRIDGE, SALMON & Co. LD., BOMBAY,
SOLE AGENTS.

CROFT MODY & Co.,
SOLE AGENTS FOR INDIA FOR
SHERRIES.
Shipped direct by the Growers.
Messrs. Gonzalez, Byass & Co.,
Xerez De La Frontera.
Grand Romano Amontillado.
SUPERIOR VINA TULA SHERRY (as used by Clubs and Messes)
SUPERIOR VINA DE PASTO.
MANZANILLA
OLD PUERTO.
SUPPLIERS BY THE BOTTLE:—
DENISON & CO.,
HUMMUM STREET, BOMBAY.

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE Co.
ESTABLISHED 1809.
CHIEF OFFICES:
EDINBURGH, 64, Princes Street, London 61, Threadneedle Street

Total Funds as at 31st December, 1901 ... ... £ 15,722,693
Revenue for 1901 ... ... £ 3,308,106

THE sum of £ 830,160 was divided among Participating Life Policy-holders in 1900 yielding a BONUS at the Rate of £ 1-8-0 per cent. per annum not only on the original sums assured but also on all subsisting Bonuses.

Policies in some cases have been more that doubled in amount by the addition of bonuses

For Prospectuses and Proposal Forms apply to:—

Messrs. KING, KING & Co.,
Agents and Secretaries,
NORTH BRITISH and MERCANTILE INSURANCE Co.
Standard Buildings, Bombay.

THE GRESHAM LIFE OFFICE.
Assets.............. Rs. 12,00,00,000.
Annual Income..............Rs. 2,00,00,000.

During 1901, 5,718 Policies issued for Rs. 3 16,81,530 Limited Premium Assurance with 50 per cent. Guaranteed Bonus.

TABLE I. T. L. N.

A person aged 25 next birthday, by payment of an Annual Premium of Rs. 431 4a., for 30 years, or till his previous death, may secure a policy for Rs. 10,000 under this table, entitling him to the following benefits:—

(1) Should death occur during the 30-year term. Return of one-third of the total amount of the Premiums paid, in addition to the face value of the Policy. Thus, if the claim arises in the

1st yr.	5th yr.	10th yr.	15th yr.	20th yr.	25th yr.	30th yr.
The amount payable would be Rs.						
10,143	10,718	11,437	12,156	12,875	13,593	14,312

(2) Should the Assured survive the 30-year term
(a) An Immediate Payment in cash of Rs. 5,000
(b) A free paid-up Policy, payable at his death, for Rs. 10,000;
(c) Participation in the Capitalised Profits which will have accumulated during the period of 30 years.
(d) Participation in Profits at each of the subsequent Quinquennial Bonus Distributions.

For further information address:—
Messrs. CROFT, MODY & Co.,
Chief Agents for India, Bombay.

Guarantees Against Embezzlement.

INDIAN GUARANTEE ASSOCIATION.
HEAD OFFICE, ORIENTAL BUILDINGS, BOMBAY
Funds in Government Securities only, and remain in India.

THE Association provides Security for the Intromission and Fidelity of Persons in situations of Trust and Responsibility.

For Prospectuses and Proposal Forms apply to
R. PATERSON BROWN,
Secretary.

EVERY WEAK MAN
SUFFERING from NERVOUS and PHYSICAL DEBILITY should send, for a valuable Pamphlet explaining how all Nervous and Organic Derangements may be successfully treated without stomach medication. The method is easy and pleasant, and will effect a perfect and permanent cure. Sent in a plain sealed envelope, free of charge. A. E. NORTON, 59 & 60, CHANCERY LANE, LONDON, ENG. Over 30 years' continuous success.

The
Comprehensive Criminal Digest,
1862—1899.
BY
CHUNILAL HARILAL VAKIL, B.A., LL.B.,
Subordinate Judge, Dholka; First Class Magistrate Ahmedabad.

THIS Digest contains all the criminal cases decided by the four High Courts and the unchartered High Courts in the Punjab, Oudh, Central Provinces, and Burma, reported in the four series of the Indian Law Reports, Bengal Law Reports, Madras H. C. Reports, Bombay H. C. Reports, N.-W. P. High Court Reports, Calcutta Law Reports, Indian Jurist, Weekly Reporter, Hay's Reports, Hyde's Reports Marshall's Reports, Coryton's Reports, Agra H. C. Reports, Moore's Indian Appeals, Criminal Rulings of the Bombay High Court, Calcutta Weekly Notes, Bombay Law Reporter, Joy Gobind Shome's Reports, Bourke's Reports, Burma Select Judgments, Punjab Records, Central Provinces Reports, and Oudh Select cases, together with important cases from 1833 to 1862 decided by the SUDDER FOUZDAREE ADAWLUT and NIZAMUT ADAWLUT. It contains rulings from more than 300 volumes, while the greatest existing digest contains rulings from about 150 volumes only. It contains a complete index of all cases followed, overruled, or otherwise judicially noticed in these reports.

PRICE Rs. 17, By Post As. 6 extra.
Apply "BOMBAY GAZETTE."

COMMERCIAL INTELLIGENCE

LONDON, MAY 8.

SECURITIES—

2¾ per cent. Consols	£92 13/16	= + 1/4
3 per cent. Rentes	£97 3/4	= — 1/2
3½ per cent. Indian Sterling Loan	£108	= unchanged
3½ per cent. Indian Enfaced Rupee Paper	£ 65 15/16	= + 1/16
SILVER—		
Spot in London	24 15/16	= + 1/16
2 months hence	24 3/8	= + 1/4
Spot in New York	54 1/8	= + 1/8
EXCHANGES—		
Paris cheques	25·19	= + 1/2
Berlin "	20·49	= unchanged
New York Demand	4·88	= do
DISCOUNTS—		
Bank of England	4 pr ct	= do
3 months sight Bank Bills	3 5/8 pr ct	= + 1/8
6 " "	3 5/8 pr ct	= + 1/8
3 months sight Fine Trade Bills	3 7/8 pr ct	= + 1/8
6 months sight Fine Trade Bills	3 7/8 pr ct	= + 1/8
INTEREST—		
Day to-day loans	3 3/4 pr ct	= + 3/8
7 day market loans	3 1/2 pr ct	= + 1/8

Extra Council Bills allotments on Bombay Rs. 10,000 at 1s. 4d.

Sugar.—German granulated 1st Marks 9 7-8 May-June. Quiet.

Rubber.—Para Rubber 3s. 10 3-4d.

Wheat.—Club No. 1, 31 May-June, sellers.

Rapeseed.—Yellow Guzerat 36 April-May. Sellers.

Rapeseed.—Yellow Cawnpore 35 May-June, Sellers.

Rapeseed.—Brown 33 3-8 May-June. Business done, tone firmer.

Linseed Bold 41 1-2 May-June. Business done Tone firmer.

In Liverpool—

Cotton Market closed firm. Surats quiet. Manchester quiet. Total sales 12,000. Spot 5·62 plus 4. Sold on speculation and for Export 5,000. Arrivals closed firm.

May-June.	June-July	July-Aug.	Aug.-Sept.
5·45	5·45	5·43	5·31
+ 6	+ 6	+ 5	+ 4

Sept.-Oct.	Oct.-Nov.	Nov.-Dec.	Dec.-Jan.	Jan.-Feb.
4·91	4·73	4·66	4·65	4·64
+ 1	+ 1	+ 1	+ 1	+ 1

In New York.—

Receipts at the Port	8,000 bales.
Do. last year	8,000 "
Exports to Great Britain	13,000 "
Do. do. Continent	4,000 "
Mid-Uplands	11·15 + 20 nominal
Futures, month of July	10·15 unchanged
Do. do. December	8·65 — 1

In New Orleans—

Spot	10 3-4 + 1-8
Futures, month of August	10·45 + 9
Do. do. November	8·63 + 3
Tone at close	steady.

Arrivals of Cotton, Wheat and Seeds into Bombay during the 24 hours ending at 6 p.m., on Friday, 8th May 1903:—

Cotton	8,427 bales.
Wheat	44,976 cwts.
Linseed	20,919 "
Rape, Rai and Mustard seeds	21,759 "
Gingelly seed	6,649 "
Poppyseed	10,376 "
Groundnuts	139 "
Castorseed	1,970 "
Rice	2,145 "
Myrabollams	7,266 "
Cottonseed	15,771 "

BOMBAY, SATURDAY MAY 9.

EXCHANGE—Tone firm.

Bank T.T.				1s. 3 31-32d.
Bank Demand				1s. 3 31-32d.
Credit Bills 3 Months Sight D. A.				1s. 4 3-16d.
Do 6	do	do		1s 4 5-16d.
French Francs 3	do	do		170
Marks 3	do	do		138 1-4
Hongkong 30	Days' Sight			125
Shanghai 30	do	do		174 1-2
Japan 30	do	do		151 1-2

GOVERNMENT PAPER—3 1-2 per cent. Tone steady.

Cash	Rs. 99-1
1st Settlement	Rs. 99-1

Money Market—Tone firm.

BANK RATE—

Bank of England	since 21st	October	4 per cent.
Bank of Bombay	do. 16th	April	6 do.
Bank of Bengal	do. 21st	April	5 do.
Bank of Madras	do. 21st	April	7 do.

SEEDS.

	Rs. a. p.
Linseed.—Tone firm.	
Ready	7 4
Rapeseed.—Tone steady.	
Brown Cawnpore Ready	5 10 6
Yellow Cawnpore, Ready	5 15
Yellow Guzerat Ready	6 2
Poppyseed.—Tone firmer.	
Ready	6 12
Castorseed—Tone firm.	
Ready	22 4

WHEAT—Tone firm.

	Rs.		
Soft Red Ahmedabad	Rs. 29	0	0
Pissi 91 per cent.	Rs. 31	0	0
Club No. 1	Rs. 30	8	0
Jubulpore	Rs. 30	0	0
Hawied Catha 50 p. ct.	Rs. 25	8	0
Do. 60-70 p. ct.	Rs. 26	0	0

LIVERPOOL OPENING TELEGRAM.

Tone	Quiet but steady.
Estimated sales	6,000
Total imports	61,009

May.-June	June.-July	July-Aug..	Aug-Sept.
5·47	5·46	5·44	5·32
+ 2	+ 1	+ 1	+ 1

Sept.-Oct.	Oct.-Nov.	Nov.-Dec.	Dec.-Jan.	Jan. Feb.
4·92	4·74	4·67	4·68	4·65
+ 1	+ 1	+ 1	+ 1	+ 1

COTTON.—Toner steady. The enquiry both firm shippers and mills continues better for ready cotton and rates are unchanged. Sutta good Bhownugger is Re. 1 higher.

Official quotations of the Bombay Cotton Trade Association Limited:—

Growths	Fine	F.-G.	Good
Bengals H. G. (Ry. terms)	175	165	158
Bengals M.G. (Ry. terms)	186	177	...
Sind-Punjab (M. G.)	185	176	...
Belati M. G	189	181	...
Khandesh M. G.	...	178	170
Akola M. G. / Khamgaum do / Karanja do	194	185	...
Lamangaum Poolgaum M.G.	198	190	...
Nagpur M. G.	198	190	...
Broach do	240	233	..
Bhownugger do	213	204	...
Do H. G.	209	200	193
S.-G. Dharwar	...	...	231
Westerns	...	...	210

BANK OF BENGAL.

THE following is the statement of the affairs of the Bank of Bengal for the week ending 5th May, 1903, as compared with the statement of 28th April, 1903:—

LIABILITIES.	April 28. Rs.	A.	P.	May 5. Rs.	A.	P.
Capital paid-up	2,00,00,000	0	0	2,00,00,000	0	0
Reserve Fund	1,17,50,000	0	0	1,17,50,000	0	0
Public Deposit, &c	1,66,73,964	12	7	1,65,11,163	15	1
Other Deposits, &c	8,58,41,594	11	5	8,22,09,294	8	4
Bank Post Bills, &c	3,09,758	6	6	3,33,563	14	6
Sundries	21,42,352	2	4	22,98,096	5	8
Rs.	13,67,20,669	15	10	13,51,02,117	11	7
ASSETS.						
Government Securities	1,75,92,199	0	0	1,73,07,124	0	0
other authorised investment	49,52,175	0	0	48,31,770	0	0
Loans on Govt. and other authorised Securities	3,02,49,714	6	9	3,21,97,371	2	2
Accounts of Credit on do	1,83,36,540	8	8	1,74,34,402	9	0
Bills discounted, &c.	2,32,55,742	1	6	2,33,00,623	8	2
Balances with other Banks	12,63,522	4	2	12,56,263	1	2
Bullion	2,178	0	3	2,178	0	3
Dead Stock	18,47,537	4	8	18,47,618	0	8
Stamps	12,408	7	9	11,656	14	7
Sundries	8,26,413	3	8	7,35,088	4	8
Cash, &c., at Head Office.	2,21,48,131	5	2	1,88,09,747	2	5
Do. at Branches	1,58,35,608	5	3	1,65,73,266	0	6
Rs.	13,67,20,669	15	10	13,51,02,117	11	7

LIABILITIES.	Rs.	
Govt. Balance at Head Office	7,58,225	Increase
Do at Branches	10,78,973	Increase
Other Deposits	36,35,300	Decrease
Post Bills	23,805	Increase
ASSETS.	Rs.	
Bank's Investments	4,05,470	Decrease
Loans	27,27,657	Increase
Accounts of Credit	14,42,134	Decrease
Mercantile Bills	44,881	Increase
Cash at Head Office	33,38,384	Decrease
Do. at Branches	13,43,258	Increase

THE YOKOHAMA SPECIE BANK.

The forty-sixth Report of the Yokohama Specie Bank, Limited, presented to the shareholders at the half-yearly ordinary general meeting, held at the Head Office, Yokohama, on Tuesday, 10th March, shows the capital subscribed, yen 24,000,000; capital paid up, yen 18,000,000; reserve fund, yen 9,060,000. The report reads as follows:—"The directors submit to you the annexed statement of the liabilities and assets of the Bank and profit and loss account for the half-year ending December 31st, 1902. The gross profits of the Bank for the past half-year, including yen 495,073.265 brought forward from last accounts, amount to yen 6,333,448.955 of which yen 4,397,596.884 have been deducted for current expenses, interest, &c., leaving a balance of yen 1,935,852.071. The directors now propose that yen 150,000.000 be added to the reserve fund, raising it to yen 9,060,000.000 and that yen 200,000 be put aside as special reserve to provide for the depreciation of the silver funds. From the remainder the directors recommend a dividend at the rate of twelve per cent., per annum, which will absorb yen 720,000.000 on old shares and yen 360,000.000 on new shares, making a total of yen 1,080,000.000. The balance, yen 505,852.071 will be carried forward to the credit of next account.

(REUTER'S TELEGRAM.)

COMMERCIAL AND FINANCIAL NEWS.

LONDON, MAY 9.

The Liverpool Cotton Market closed firm.

Surat quiet.

Good Bhownugger	4 4-32
The Manchester Market has been quiet.	
2 3-4 per cent. Consols	92 13-16
3 per cent Rentes	97 3-4
3 1-2 per cent. Sterling Loan	108
3 1-2 per cent. Rupee Papers	65 15-16
Bar Silver	24 15-16

ROYAL BOMBAY YACHT CLUB.

THE following are the results of the races sailed on Saturday:—

Yachts' Handicap (Class A) Race, 1st Yacht sailed at 3 p.m.

Names of Yachts.	H'cap Al'ces. M S	Entered by	Start at H M S	1st round. H M S	Time of Arrival. H M S
Sapphire	Scr	Capt Muter, R E and Mr R H H Hopkins	3 7 50	4 0 25	4 51 3
Turquoise	Scr	Mr C A R Crommelin	3 7 50	4 1 34	4 53 6
Melody	7 50	Mr Bernard Triggs	3 0 0	4 0 51	5 0 46

Course No. 2 followed by following course:—

From Committee Vessel, round North Karanja Buoy, leaving it to port and thence back to Committee Vessel Total Length of Course = 11·2 miles.

Time-limit 6·30 p.m.

Wind W S W, Strength Fresh to moderate—1st Prize won by Sapphire.

Yachts' Handicap (Class B) Race, sailed at 2·45 p.m.

Names of Boats.	H'cap Al'ces. M S	Entered by	1st round. H M S	Time of arrival.	Corrected time.
				4 31 43	1 29 56
Trixie	6 36	Mr A M Monteath	3 47 29	4 49 55	1 58 19
Janetta	Scr	Officers, R E	3 47 49	4 52 52	2 7 52
Cock of the North	9 54	Capt E Gordon	3 50 7	4 51 54	1 59 41
Sayonara	13 12	Mr C G Nomico	3 49 53	4 55 40	1 57 28
Dalriada	26 24	Capt J B McFadyan		Gave up	

Course No 2 twice round = 13·2 miles—1st Prize won by Sayonara and 2nd Prize won by Trixie.

Tomtit Class Race—Started at 3-15 p.m.

Names of Boats.	Entered by	1st round. H M S	Time of Arrival H M S
Tomtit	Dr F M Gibson	4 21 28	4 50 40
Meg	Mr C H Byrne	4 24 1	4 51 19
Lapwing	Mr E C Richards	4 26 44	4 58 45

Course No 2 followed by No 13 = 8·5 miles—1st Prize won by Tomtit.

Ship's Boats (Fancy rig) Race—cancelled owing to paucity of entries.

THE CITY MORTALITY.

The Municipal Office returns for the twenty-four hours ending at 6 a.m. on Saturday give the following results:—

Wards.	Plague. Attacks.	Deaths.	Deaths from all Causes.
A Upper, Middle and Lower Colaba, Fort Northern, Fort Southern and Esplanade	0	0	5
B Mandvi, Chukla, Oomerkhadi and Dongri	16	10	35
C Market, Dhobi Talao, Fanaswady, Bhuleshwar, Khara Talao, and Kumbharwada	11	9	21
D Khetwadi, Girgaum Chowpati, Walkeshwar, and Mahaluxmi	4	3	10
E Mazagon, Tarwady, 2nd Nagpada, Kamatipura, Tardeo, Byculla and 1st Nagpada	16	13	28
F Parel, Sewree and Sion	3	2	8
G Mahim and Worli	11	10	15
Water Division	0	0	0
Non-Resident and Unknown	0	0	2
Hospitals	0	2	10
Total	61	49	134
Same date last year	54	52	149

The Municipal Office returns for the twenty-four hours ending at 6 a.m. yesterday, give the following results:—

Wards.	Plague. Attacks.	Deaths.	Deaths from all Causes.
A Upper, Middle and Lower Colaba, Fort Northern, Fort Southern and Esplanade	1	3	5
B Mandvi, Chuckla, Umarkhadi and Dongri	4	9	24
C Market, Dhobi Talao, Fanaswady, Bhuleshwar, Khara Talao and Kumbharwada.	6	2	13
D Khetwady, Girgaum, Chowpatty, Walkeshwar and Mahalakshmi	1	0	10
E Mazagon, Tarwady, 2nd Nagpada, Kamatipura, Tardeo, Byculla, and 1st Nagpada	15	13	31
F Parel, Sewri and Sion	2	1	2
G Mahim and Worli	12	20	25
Water Division	0	0	0
Non-Resident and Unknown	0	0	0
Hospitals	0	5	14
Total	41	53	121
Total plague deaths to date	260,115	119,605	
Same date last year	57	49	138

TELEGRAPHIC FOREIGN SERVICE.

MAY 10.

STATE OF INTERNATIONAL COMMUNICATION.

GREAT BRITAIN—Via Teheran, perfect. Via Turkey. Perfect. Via Suez, perfect.

CONTINENT OF EUROPE—Via Teheran, perfect. Via Turkey perfect. Via Suez perfect.

AMERICA—Via Brest perfect. Via Valentia, perfect. Via Direct Cable, perfect.

AUSTRALIA—Via Penang, perfect. Via Amoor, perfect.

CHINA.—Via Penang, perfect. Via Amoor, perfect Via Bhamo, interrupted.

AFRICA—Via Aden, perfect. Via Cadiz Teneriffe, perfect. Via Lisbon, St. Vincent, perfect.

Cable Paramaribo Cayenne interrupted.
Cable Cayenne Pinheiros interrupted.
Cable Puerto Plata Martinique interrupted.
Cables Dominique Martinique, St. Lucia Martinique Guadaloupe Martinique, St. Lucia, St. Vincent, interrupted
Telegrams will be conveyed frequently by steamers.
Cable communication with Martinique is open via Lisbon and Cadiz.
Telegrams can only be accepted at sender's risk.
Code addresses should not be used.
Telegrams to Dominica are subject to censorship.
Telegrams in Code may be accepted for Crete but those in cipher language are not admitted.
Cable New York, Haiti interrupted.
Bhamo route to China interrupted beyond the Indian frontier.
Military Telegraph erected between Berbera and Bohotle in British Somaliland with intermediate offices at Bihendala Buras Garrero and upper sheik.
Telegrams are accepted from India via Bombay Aden at following rates:—
Prevate Rs. 2-2-0 perword
State Rs. 2-1-0 per word
An addition of annas two for telegrams from Burma in both cases.
There is no lines between Aden and Berbera.
Telegrams will pass over the gap by best means available. They are subject to delay and Censorship. and can only be accepted at Senders risk.

Latest dates of Foreign Messages received at Bombay from the United Kingdom during the 24 hours ending at 8 p.m. of the 10th May 1903.

(Difference in Longitude allowed for.)

Via.	Latest Dates. D.	H.	M.	Time occupied in transmission. Hours.	Minutes.
Turkey	9	10	23 a m	22	26
Teheran	10	12	53 p m	—	42
Suez	10	18	35 p m	—	19

Time occupied in the transmission of messages to Bombay during the 24 hours ending 8 p.m. 10th May 1903.

	Maximum Time H.	M.	Minimum Time. H.	M.
From Calcutta	9	23	0	1
" Karachi	0	28	0	1
" Madras	0	16	0	1

THE magistrates at Clerkenwell gave a policeman a lesson in accuracy of language. The loose use of epithets on the constable's part led to evidence that could only pass muster in an Irish Court; for after charging the prisoner with the use of bad language he went on to declare that the blasphemer was "speechless drunk." The matter-of-fact beak discredited the combination of speechlessness and swear words, and the accused is now congratulating himself that the policeman's language was no better chosen than his own. If he had been charged with being "screaming drunk" instead of "speechless" he would have gone to jail.

DOMESTIC OCCURRENCES.

THE Charge for Announcements of BIRTHS, MARRIAGES, DEATH and MEMORIAM Notices (which must be authenticated by the name and address of the sender) is Rs. 2, for six lines or less, and 8 as. for every additional line, CASH strictly in ADVANCE.

EUROPE.

MARRIAGES.

COLLETT—KEMPTHORNE—April 15, at the Parish Church of Crowthorne, W G Collett, of Wellington College, Berks, to Ruth Lilian, daughter of the Rev P H Kempthorne.

CURGENVEN—PARR—April 16, at Chertsey Parish Church A J Curgenven, Indian Civil Service, to Florence Emily Parr, daughter of the Vicar of Chertsey.

DANIELL—HORSFOOD—April 18, at St Peter's, Eaton Square, Col J Le Geyt Daniell (honorary colonel of the 4th batt East Surrey Regt), to Eliza Horsfood, of Inveroich, Fort Augustus, N B, widow of Col E O'Bryen Horsfood, Bengal Staff Corps.

DEARDEN—WILLETT—April 16, at Lindfield Parish Church, Henry, son of the late Capt J Dearden, 13th Light Dragoons, to Dorothy Mary Keen, daughter of Right Rev F Willett.

FIELD—WILLIAMS—April 15, at Christ Church, Ealing, H F Field, to Selina Rachel, daughter of the late Major A W Williams, 10th Hussars.

HAMAND—BROADBENT—April 17, at St George's, Hanover Square, L A Hamand, to Madeleine, daughter of Sir W Broadbent, Bart, M D, K C V O.

LEGGETT—O'NEAL—April 15, at Holy Trinity Church, Folkestone, Capt A H Leggett, D S O, Royal Scots Fusiliers, son of Major G E Leggett, late 77th Regt, to Lilian Rose, daughter of Major O'Neal, late Inniskilling Dragoons.

RILEY—COBBOLD—April 16, at St Mary's, Whitton, Capt R F Riley, D S O, King's Own Yorkshire Light Inf, to Violet Louise, daughter of the late E St G Cobbold.

WEBBER—CALVERLEY-RUDSTON—April 15, at Pocklington Parish Church, O T O'Kelly Webber, Captain Royal Engineers, to Annie Teresa, daughter of T W Calverley-Rudston.

DEATHS.

ANNESLEY—April 19, at Woolwich, Lieut-Col F C Annesley, commanding 4th batt Royal Fusiliers, aged 47.

HALLOWELL-CAREW—April 18, at Elmsleigh, Exmouth, Major R Hallowell-Carew, 36th Regt, son of the late Admiral Sir B Hallowell-Carew, G C B, aged 83.

HEYMAN—April 16, at Outwood, Surrey, John Skardon Heyman, C E, Indian Government Service, P W D, retired, son of the late Captain Henry Heyman, 8th Hussars and 4th Light Dragoons.

INGLE—April 16, G Ingle, retired, late I N and Government secretary, of Louisville Road, Upper Tooting aged 75.

McLACHLAN—April 21, at Cheltenham, James McLachlan (son of the late Capt McLachlan, 75th Regiment), formerly H B M Consul, Batavia, and of the firm of Maclaine, Watson and Co. Java, in his 78th year.

MALLESON—April 19, at Worthing, Lucy Augusta Malleson, aged 81.

RAWLINSON—April 18, S R Rawlinson, lieutenant-colonel, Indian Staff Corps (retired), aged 55.

SAWLE—April 20, at Eaton Place, Sir C B G Sawle, Bart, aged 86.

STRANGWAYS—April 13, at Bovey Tracy, Devon, widow of Col W F Strangways, R A, aged 71.

TAYLOR—April 19, at Rome, Ellen, wife of Robert Taylor, Bengal Civil Service (retired).

OTHER PRESIDENCIES.

BIRTH.

MATTHEW—May 5, at Royapuram, Madras, the wife of K T Matthew, Assistant Health Officer, Madras, of a son.

DEATHS.

FAIRFAX—May 6, at Park Town, Madras, Bernada Fairfax widow of the late Lieutenant Thomas Fairfax, of the Accountant-General's Department, Madras, aged 68 years and 3 days.

LUXA—April 30, at Bangalore, Hugh (in religion Brother Charles O C), the dearly loved second son of Herbert and Alice Luxa, of Bangalore, aged 19 years and 10 months. Fortified by the rites of the Church.

SALMON—April 30, at Ootacamund, George, the second son of the late Lieut-General W B Salmon, Bombay Staff Corps, in his 54th year.

BOMBAY.

TO-DAY.

Sun rises, 5h 28m. Sun sets, 6h. 25m. High water, 11-48m. 11-38s. Low water, 4-59m. 5-32a. Municipal Corporation, 3 p.m.

PRINCE'S DOCK.—The steamer Sutherland and Nevassa entered the dock on Saturday.

VICTORIA DOCK.—The steamer Salfordia and Clan Maclean entered the Dock on Friday.

A FATAL FALL.—Shanker Manaji, a coal labourer, aged 19, while working on the steamer D. Balduino in the Victoria Dock on Friday morning lost his footing while on a ladder and fell headlong into the hold. His skull was fractured, and he was taken to the G. T. Hospital, where he died in the evening.

POSTAL NOTICES.—Mails for Durban, Cape Colony, and other places in South Africa, via Tuticorin and Colombo, per extra s. s. Emma, will be closed at the General Post Office at 7 p.m. to-day.—Mails of specially superscribed correspondence for Lamu, Mombassa, Daresalem, Ibo, Chiodi, Zanzibar, Beira, Mozambique, Natal, Delagoabay, Cape Colony, and other places in South Africa, per extra steamer Nuddea, will be closed at the General Post Office at 7 a.m. to-morrow.

A REFRACTORY NAIK.—At the Mazagon Police Court on Saturday, before Mr. P. H. Dastur, Second Presidency Magistrate, Inspector Ballantyne of the B. B. and C. I. Railway Police, charged M. M. Nirulker, a police naik, with disobeying lawful orders of his superior officers. The evidence showed that on the 4th instant the accused was asked to accompany Mr. Ballantyne to assist him in a police case at Sanjan where the stationmaster and a signalman of the Andheri station were being tried on a charge of doing negligent act in connection with the recent collision at Andheri. The accused refused to accompany him, saying he had to attend to certain ceremonies in connection with the death of his grandmother. The accused was convicted and fined Rs. 45.

CHARGE OF CAUSING HURT.—Mr. P. Byrne, the Coroner, held an inquest yesterday relative to the death of Gunga, a Hindu girl, aged 11, residing with her father Genu Piraji, a wood chopper, in Tank Street. It appeared that on the 28th of April the deceased had a quarrel with one Manjulabai, her neighbour, over some piece of cloth which was hung on a line for being dried. They started abusing each other, and subsequently a struggle ensued, Gunga catching hold of Manjula by her choli. Other neighbours interfered and rescued Gunga who in trying to run away fell down and was injured on the forehead. Dr. Powell deposed that there were two bruises on the top of the head affecting the scalp only, and there was some congestion of the brain and its membranes. Either the deceased slipping and falling of herself or her having bumped her head on to a hard floor might have caused the bruises. The jury returned a verdict that Gunga died of the congestion of the brain and Manjula had voluntarily caused hurt to her.

ANOTHER CYCLIST FINED.

"A STRANGER IN PLAIN CLOTHES."

Superintendent Sloane appearing before Mr. Sanders-Slater at the Esplanade Police Court on Saturday, charged Captain Riccard, of the Royal Artillery, with riding his cycle on the footpath near the Wodehouse Bridge Road, Colaba. The defendant was the gentleman who was seen riding on the footpath with Lieutenant Murray the other day, and who refused to give his name to the police officer.

Mr. Slater asked Captain Riccard why he refused to give his name when required to do so.

Captain Riccard said he saw no reason why he should give his name to a stranger in plain clothes.

Mr. Sloane said at first he did not tell the defendant that he was a police officer; but he did tell him so soon afterwards. Even then the defendant refused to give his name, whereupon Mr. Sloane asked him to go with him to the nearest police station, but the defendant refused to do so, and rode away on the cycle.

Mr. Slater considered the offence was proved, and fined the defendant twenty rupees.

THE recent reinforcement of the Russian fleet in Far Eastern waters has brought up its full strength. It now consists of six battleships, all nearly new vessels, three of them of 10,960, two of 12,674 and the remaining one of 12,700 tons displacement; three large armoured cruisers; nine protected cruisers, of which five are new vessels of over 6,000 tons, two, also new, of 3,200 tons and the other two small vessels; a number of gunboats, mostly old, and twelve new destroyers. The Japanese fleet consists of six modern battleships of very much larger average tonnage, six modern powerful armoured cruisers, a dozen modern protected cruisers ranging from 2,700 to over 4,000 tons, and a due proportion of smaller vessels including twenty destroyers. The Japanese fleet is unquestionably far and away the more powerful and efficient of the two. The French have now only a small squadron in Far Eastern waters. We have a squadron whose fighting ships include four battleships, one armoured cruiser, three first-class and five other protected cruisers and four destroyers.

ADVICE TO MOTHERS!—Are you broken in your rest by a sick child suffering with the pain of cutting teeth? Go at once to a chemist and get a bottle of Mrs. Winslow's Soothing Syrup. It will relieve the poor sufferer immediately. It is perfectly harmless and pleasant to taste, it produces natural, quiet sleep by relieving the child from pain and the little cherub awakes as "bright as a button." It soothes the child, softens the gums, allays pain, relieves wind, regulates the bowels, and is the best known remedy for dysentery and diarrhœa, whether arising from teething or other causes. Mrs. Winslow's Soothing Syrup is sold by Medicine dealers everywhere.

SHIPPING INTELLIGENCE.

THE steamer Kilwa, 993 tons, Captain J E Davison, will sail to-day, for Shore and Maculla, with a general cargo and 80 deck passengers.

THE Hansa Line steamer Neidenfels, 3,502 tons, Captain F Fittlosen, arrived in harbour on Friday, from Hamburg, 5th April, via Antwerp, with a general cargo.

THE Bombay and Persia S N Co's steamer Naderi, 1,163 tons, Captain W Cochran, arrived in harbour on Saturday, from Jeddah, 26th April, with 2 cabin and 452 pilgrims as passengers.

THE Anchor Line steamer Australia, 2,292 tons, Captain A Tait, sailed on Saturday, for Marseilles and Liverpool, with a general cargo and Mr and Mrs G Harmston and four children as passengers.

THE B I S N Co's steamer Dwarka, 759 tons, Captain W H Rothwell, sailed on Saturday, for Karachi, with a general cargo, and the following passengers:—Miss Jones, Major and Mrs Lewis and infant, Mrs Tooley, Mrs E Y Watson and infant, and Mr E H Aitkin, and 85 deck.

THE Messageries Maritimes Co's steamer Tonkin, 2,327 tons, Captain R Schmitz, arrived in harbour yesterday morning from Kobe via intermediate ports, with a general cargo and passengers. She sailed in the evening for Marseilles, with the same bottom cargo and passengers.

THE B I S N Co's steamer Kistna, 524 tons, Captain D L Nielson, arrived in harbour on Saturday, from the Persian Gulf via Karachi, with a general cargo and the following passengers:—Mr and Mrs Menzis, Miss Grant, Miss Leslie, Miss Smith, Mrs Cubit and infant, Captain Davie, Captain Burley, Mr Leherchund, Captain Campbell, and 152 deck.

MEN-OF-WAR AND ROYAL INDIAN MARINE SHIPS.

IN GOVT. DOCKYARD.

R I M S Clive	Comdr Hewett	R I Marine
R I M S Lawrence	McArthur	R I M
H M S Magdala		Turret-ship
H M S Abyssinia		Turret-ship
Tenasserim		Receiving Hulk
Torpedo Boat No. 100		—
Do No 102		—
Do No 103		—

IN THE STREAM.

Investigator	Heming	R I M
R I M S Dalhousie	Comdr Warden	R I M

VESSELS IN THE HARBOUR.—MAY 9.

Vessel.	Ton.	Capt.	Destination	Date.	Agent.
Carthage	2993	Jephson			P & O Co
Ranee	3614	Corran			T M & Co
Okara	3150	Sharp			M M & Co
Landaura	2157	Butler			M M & Co
James Brand	2572	Francis			W & A G & Co
Simla	1039	Souter			E Tajbhoy
Deutschland bq.	768	Nacoda			The Captain
Hoseinee	999	D'l orne	P Gulf	23-4	B & P S N Co
Byculla	1195	McGregor			M M & Co
Kangra	1478	Watson			M M & Co
Parramatta	2261	Roberts			P & O Co
Bombay	2049	Chapman			J M & Co
Eden (ship)	444	Dahl			The Captain
Ellora	1494	Forbes			M M & Co
Idar	2595	Milne			K K & Co
Grantley Hall	2585	Hann			E L & Co
Colaba	1168	Graham			M M & Co
Kennebec	3201	Wallace			Standard Co
Chindwara	1501	MacLean			M M & Co
Elswick Hall	2458	Crirsey			J M & Co
Ganges	2721	Walker			W & A G & Co
Mazagon	3289	Phillips			P & O Co
Shirley	2198	Satchell			Bombay Co
Kt of St George	2966	Hicks			T M & Co
Mars	2497	Curtis			The Captain
Kapurthala	721	Trouson			M M & Co
Lalpoora	2121	Coope	Calcutta		M M & Co
Metisi	2167	Marshall			J M & Co
Terrier	1008	Brunn			R Steuart & Co
Sangola	3323	Jacobs			M M & Co
Neidenfels	3502	Fittlosen			Glade & Co
Massilia	3744	Cockman			P & O Co
Naderi	1168	Cochrane			B & P S N Co
Kistna	524	Nielson			M M & Co
Electra		Sparks			E T Company

VESSELS IN DOCKS.

PRINCE'S DOCK.

Shed. Vessel.	Ton.	Capt.	Destination	Date.	Agent.
A Aphrodite	2568	McGregor	Hull	11-5	W & A G & Co
B Australia	2292	Tait	Liverpool	9-5	W & A G & Co
C Dido	3187	Pickering	Hull	16-5	F M & Co
D&E Jumna	2692	Clark	Amsterdam	12-5	Ralli Bros
F Sealda	3438	Macintyre	Hamburg	12-5	M M & Co
H Westonby	2474	McCarthy	Dunkirk	11-5	W & A G & Co
K Nuddia	1944	Scott	Zanzibar	11-5	M M & Co
L Akbar	1440	Baldwin	Mauritius	23-5	H C Joosub
M Nevasa	1945	Tyrrell			M M & Co
N Skidby	2121	Jones	Antwerp	14-5	K N & Co
O Pondo	1795	Renwicke	Hamburg.	13-5	J M & Co
P Hermiston	2800	Bain	Baltimore	16-5	R A Willis
Q Wandby	2580	Finney	Newport	9-5	K N & Co
30 Tons Crane.					
Safari	993	Winiker	Zanzibar	13-5	A Strandes
HARBOUR WALL.					
Satrunji	517	Ahmed	Karachi	9-5	Shepd & Co
Ponani	552	Mahomed	Bhownagar	1-5	Do
Sabermati	552	Ebrahim	Mangalore	11-5	Do

ARRIVALS.

May.	Vessel.	Commander.	From
8	Neidenfels s	Fittlosen	Hamburg, April 5
9	Massilia s	Cockman	Aden, May 3
	Naderi s	Cochrain	Jeddah, April 26
	Kistna s	Nielson	Busreh, April 30
	Electra (East Tel Co)	Sparks	From Sea
	Simoom s	Collins	Calcutta, April 29
10	Tonkin s	Schmitz	Kobe, &c
	Nizam s	Bullen	Calcutta, April 7

DEPARTURES.

May.	Vessel.	Commander	Destination.
9	Waudby s	Finney	Newport
	Peninsular s	Cubitt	Aden
	Dwarka s	Rothwell	Karachi
	K Gortschakow s	Thorsoe	Odessa, &c
	Australia s	Tait	Liverpool, &c
	H M S Pomone	Jones	Persian Gulf
10	Tonkin s	Schmitz	Marseilles

The steamer Kilwa, Captain Davison, obtained her port-clearance on Saturday, for Shore and Maculla.

The following vessels began to load yesterday:—

Steamer Massilia, for China, &c.
" E F Ferdinand, for Trieste, &c.
" Naderi, for Jeddah, &c.
" Sangola, for Calcutta, &c.

(REUTER'S TELEGRAMS.)

STEAMER MOVEMENTS.

The P. and O. S. N. Co.'s s.s. Britannia arrived this morning 8th.

The P. and O. Company's s. s. Ballarat, is expected to arrive in Bombay from China at 8 a.m. to-day.

The Austrian Lloyd's s. s. Trieste, from Trieste, left Aden for Bombay on the 8th instant and is expected here on the 15th instant.

DAILY EXPORTS.—MAY 9.

FOR LIVERPOOL.

Eiffel Tower s—82 bales hemp The Bombay Co.
Aston Hall s—8000 cwt cottonseed Ralli Brothers.
Britannia s—1000 cwt wheat Ralli Brothers; 4000 cwt wheat David Sassoon and Co.

FOR LONDON.

Caledonia s—3 bales hides M Somjee; 50 hogsheads Indian condiments Dajibhoy Dadabhoy; 10 cases Indian condiments Merwanjee Poonjiajee and Sons; 450 cwt olibanum M J Joomabhoy and Co.
Salfordia s—75 cwt dry chillies and 120 cwt dry ginger D Mawjee; 25 bales hemp A Mahadeo.
Comeric s—1 bale fox skins Gordon and Co.

FOR HAVRE.

Salfordia s—516 bales cotton Ralli Brothers.

FOR AVONMOUTH.

Jumna s—214 cwt cottonseed Ralli Brothers.

FOR HULL.

Aphrodite s—720 bales cotton Ralli Brothers.
Dido s—100 bales cotton Gaddum and Co.

FOR ANTWERP.

Elswick Hall s—3000 cwt poppyseed Ernst and Co; 1000 cwt poppyseed and 4000 cwt rapeseed Killick Nixon and Co.
Eiffel Tower s—100 bales hemp Ebjee Oomersey.
Skidby s—1000 cwt poppyseed Killick Nixon and Co; 2081 cwt rapeseed Sanday and Co; 2000 cwt rapeseed Volkart Brothers; 110 bales cotton David Sassoon and Co.

FOR HAMBURG.

Pondo s—100 bales hemp Kiddle Reeve and Co; 130 cwt ajma seed H Anandrao and Co.
Sealda s—200 cwt gum Govindjee Sejpal.

FOR DUNKIRK.

Westonby s—4000 cwt wheat Dharsee Nanjee and Co; 1000 cwt groundnuts and 500 cwt poppyseed A Blaschek and Co.

FOR MARSEILLES.

Britannia s—300 cwt gingellyseed J Fachiri.

FOR MANCHESTER.

Aston Hall s—4000 cwt maize Sanday and Co; 4000 cwt wheat Ralli Brothers.

FOR VENICE.

E F Ferdinand s—685 bales cotton Volkart Brothers; 1450 bales cotton Gaddum and Co; 100 bales cotton Forbes Forbes and Co; 200 bales cotton The New Mofussil Co; 300 bales cotton Glazebrook Tejpal and Co; 2850 bales cotton, 1004 cwt rapeseed and 3000 cwt castorseed Ralli Brothers; 999 cwt castorseed J A Begbie and Co.

FOR TRIESTE.

E F Ferdinand s—1000 cwt linseed J A Begbie and Co; 55 bales cotton Volkart Brothers; 2550 bales cotton and 11456 cwt teelseed Ralli Brothers.

FOR GENOA.

Bullmouth s—7379 cwt rapeseed and 4563 cwt linseed Ralli Brothers; 2080 cwt rapeseed Killick Nixon and Co; 60 tons old iron Essajee Tajbhoy.

FOR NAPLES.

Dco. Balduino s—200 bales cotton Gaddum and Co.

FOR FIUME.

E F Ferdinand s—115 bales cotton Ralli Brothers.

FOR ODESSA.

E F Ferdinand s—110 bales cotton Ralli Brothers.

FOR BARCELONA.

Britannia s—100 bales cotton Madraswalla Sons and Co; 150 bales cotton The Bombay Co; 150 bales cotton The New Mofussil Co.

FOR KOBE.

Capri s—500 bales cotton Ralli Brothers; 1000 bales cotton The Mitsui Bussan Kaisha.

FOR HONGKONG.

Capri s—100 bales twist J David; 300 bales twist E D Sassoon and Co; 201 bales cotton Silas E Sassoon; 700 bales cotton Sassoon J David and Co.

WHETHER YOU ARE GOING HOME OR ONLY PROPOSING A SOJOURN ON THE HILLS,

You will require

WARM CLOTHING

and

A CLAN TARTAN TRAVELLING RUG

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And Army Cloth Manufacturing Company, Limited,

CAWNPORE.

For particulars of their

RENOWNED

"LALIMLI"

FABRICS.

Do not be tempted to substitute the imported shoddy rubbish, commonly found in the bazaars and in many shops, and only made to SELL.

Everything bearing the well-known

"LALIMLI"

TRADE MARK,

Is made to WEAR

And consists of nothing but

PURE WOOL.

Endless varieties always available of :—

BLANKETS and RUGS,
BROADCLOTHS and TWEEDS,
SERGES and WORSTED COATINGS,
FLANNELS and HOMESPUNS,
JERSEYS and CARDIGANS,
SWEATERS and BANIANS,
SOCKS and BALACLAVAS,

and in fact

"ANYTHING MADE OF WOOL."

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ILLUSTRATED PRICE LIST ON APPLICATION.

CARNAC BUNDER,

BOMBAY.

NEW STERLING EXCHANGE TABLE.

THE *Bombay Gazette* are bringing out a small neatly bound STERLING EXCHANGE TABLE, covering all RATES in 32nds, both Sterling into Rupees and Rupees into Sterling, from 1s. 3 3-4d. to 1-4 23-32. The Book will, it is thought, supply a long felt want, as since the stoppage of the free coinage of silver rates have varied well within those given both for demand and six month's Currency Bills, and the extensive and expensive tables in general use are now no longer required. The form adopted will also greatly facilitate the conversion of broken amounts.

To subscribers the cost will be Rs. 1-8 per copy To non-subscribers Rs. 2

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SCHIEDMAYER and SOEHNE'S GRAND PIANO. (Horizontal shape) in splendid condition and just out in thorough order. ...	600
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ERARD GRAND PIANO. (Horizontal shape.) Almost new and has been little used during the last 2 years.	1,400
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A PRINCESS of KENSINGTON

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THE GIRL from KAYS

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Rs. 4-8 each.

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COMIC SONGS,
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HOUSES Furnished with the latest styled, neat Furniture.

FURNITURE of the latest design FOR SALE and on HIRE, and also made to order.

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CIGARETTES.

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ARABS and CROSS-BREDS broken to Single (Rs. 15), and Double Harness (Rs. 30), and Saddle (Rs. 15), Walers broken to Single Harness or Saddle (Rs. 25), Double Harness (Rs. 50). Troublesome horses charged extra.

HORSES standing at Livery on Commission Sale, or for treatment, Rs. 35 per mensem including Syce. Stable rent charged on all horses, bred by owners, at Rs. 5 per mensem. Commission on horses bought and sold Rs. 17. Examination and Certificate Rs. 10. Verbal opinion as to Soundness, Rs. 5.

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REPAIRS neatly executed with promptitude and despatch. Rubber tyres of finest quality only supplied. Carriages greased by contract. Satisfaction guaranteed. Correspondence invited.

NOTICE OF REMOVAL.

THE EDITORIAL AND COMMERCIAL OFFICES OF THE *BOMBAY GAZETTE*

Have been removed and located together in the same Block as

REUTER'S TELEGRAM OFFICES

(NEXT MESSRS. RALLI BROTHERS).

ADVERTISEMENTS AND ORDERS FOR PRINTING

WILL BOTH BE RECEIVED AT

THE GENERAL OFFICES,

REUTER'S BUILDING,

ESPLANADE ROAD, FORT.

NOTICE TO CORRESPONDENTS.

*** All communications intended for publications in our columns should be addressed to THE EDITOR and not to any individual member of the staff.

The Bombay Gazette

MONDAY, MAY 10, 1903.

CRIME AND ITS TREATMENT.

To the "North American Review" Mr. Julian Hawthorne contributes a remarkably foolish paper upon Legal Penalties and Public Opinion. Prevention of crime, not its punishment is the desideratum; so he would abolish executions and even imprisonment altogether. Then what would be done with an offender? we ask. The reply is startling in its absurdity. Brand him and set him free. To Mr. Hawthorne it has been remarked that that done, a murderer branded to-day might go forth and murder someone else to-morrow. The victim would observe the mark, make his will, say his prayers, and, realising the futility of resistance, submit to be stabbed, shot, or strangled, without leaving behind him the unseemly evidences of a struggle. If the intended victim by the exercise of any superiority of skill or agility got the better of the would-be assassin and handed him over to the police, they would rebrand him. But that would neither prevent crime nor punish it. What Mr. Hawthorne wants, though he does not know it is inoculation against crime, a prophylactic which is yet unknown. Meantime he goes blundering along, enlarging upon his branding idea. The mark need not be made on the flesh with a hot iron. It might be tattooed he thinks. Anyhow it must be indelible. It need not, he thinks, necessarily be placed where all could see it at all times; but it would be fixed upon him where, should he ever repeat his offence, it could always be found by the officers of the law. In not more than one case in a thousand, perhaps, would the culprit repeat his offence he believes; but should he do so, he might be again branded, this time where all could see the mark. This, Mr. Hawthorne confesses, would seem, at first sight, but a slight punishment for murder; but "we are to remember that punishment is not the object which our enlightened public sentiment demands, but the reformation of the criminal—the discouraging him from further iniquity; and, if we think of it well, we shall find that few devices could be imagined more apt than this to render overt iniquity undesirable. The secret consciousness of bearing that indelible mark—the dread of its revelation to the public eye—would operate to make the man hesitate many times before doing evil again." The pity of it is that Mr. Julian Hawthorne, after almost three score years' experience of the world, should descend to put such nonsense on paper.

We turn to the "Pall Mall" with a feeling of relief where the same subject is treated, through the instrumentality of an interviewer. The question is discussed by Mr. Thomas Holmes, the missionary of the North London Police Court. That gentleman believes with Solomon in the efficacy of the rod. There is nothing in the crusade against whipping he told his interviewer. "The whipping of boys is the most merciful of our present punishments" said he. What would you do with a lad caught throwing stones at a passing train? he asked. Let him off with a caution? He would do it again. Send him to prison! "God forbid," exclaimed Mr Holmes. The prison is not only unfit for boys of this kind, but the terror of it is the most useful deterrent to the juvenile mind. Whipping, after all, he believes to be the most salutary punishment for boys. It hurts for a sharp moment, it is remembered, and it has no demoralising effect upon the mind. The sort of boy who would be demoralised by a whipping never enters the police-court on a whipping charge. Punishment by imprisonment he condemns as the most senseless, brutal, and wicked of all human schemes for checking crime. If the object is merely to punish the prisoner it is the thing "it is so supremely devilish." The prison, Mr. Holmes finds, crucifies a man and hardens him past redemption. It intensifies his bitterness against society, and adds a horrible darkness to the chaos of his moral nature. The State, when it gets hold of a man who has broken one of its laws, professedly, at all events, desires to send him back to the world as speedily as possible, to work honestly and truly for the good of the nation. The object of Mr. Holmes's twenty years' labour among the criminal classes has been to assist in the reformation of these people, and in order that he may do so effectually he has studied the questions why they steal, why they sin, and why they go straight into hall with their eyes open! The conclusion he has come to is that the cause is not in the heart. It is a disease for which science can provide the cure.

An asylum for the treatment for moral diseases is what is wanted in place of the prison. In Germany they are ahead of us in this matter. Offences such as Sir West Ridgeway referred to the other day as being outside the criminal law of Ceylon are treated as diseases in the Fatherland, and it may be that the law-givers in Ceylon anticipated the adoption of such treatment. Mr. Holmes' prolonged study of the criminal classes forces him to the conclusion that there is more in the plea of kleptomania than the magistracy is disposed to admit, and that victims of such mania may enjoy a long period of immunity, and then suddenly lapse. Prisoners, they wring their hands in the cell and tell him with tears: "I can't help it. I can't help it." They make up for a crime done in a kind of sleep to find themselves locked up like mad animals. After many weeks without the temptation suddenly they are seized and overwhelmed by the force which impels them to some utterly unreasonable and, from their point of view, utterly unnecessary crime—and then prison. Not every criminal is a victim of this infirmity though the majority of cases may be of moral imbecility—cases for the psychologist and surgeon, not for the military governor and ordinary prison doctor. Sir Oliver Lodge not long ago startled the world with a similar proposition, and protested against our growing and perennial class of national criminals, keeping them in check only by devices appropriate to savages, hunting them, flogging them, locking them up, and extirminating them. Who can doubt, he asked, but that a study of obscure mental facts will lead to a theory of the habitual criminal to the tracing of his malady as surely as malaria has been traced to the mosquito? Mr. Holmes is with the eminent scientist though not as the result of scientific research, and he cries out for a prison which shall be an asylum for treating moral diseases. What do you want with a Military Governor? he asks. Though excellent men in themselves, are the prison officials qualified in any pathological way for their infinitely delicate and difficult work? The prison doctors, he finds, are not specialists in mental disease. he chaplains know nothing of human nature. Yet, he exclaims, these are the officials placed by the State over innumerable men and women who provide science with one of the most interesting, as it is one of the most tremendous, problems in civilisation. Prisons must punish; society must be protected; but the present system loses sight of the fact that the majority of criminals are curable. That seems now to be generally acknowledged, but Governments are too busily engaged in less important matters to give heed to this. It must be seen to sooner or later. But plans such as Mr. Hawthorne's will not do. Collective wisdom, experience, and much painstaking are called for.

RUSSIA AND MANCHURIA.

CHINA is the home of the canard. It is worth while remembering this at the same time that it is borne in mind a Russian promise is made only to be broken. Russia gave a solemn undertaking to evacuate Manchuria within a given time, but when that time came pressure from the Powers only succeeded in causing the withdrawal of the troops from the country to the railway line. Then, a fortnight ago, we were told that Russia had demanded that China should sign an agreement practically ceding to her the sovereignty of Manchuria and barring other nations from the country. M. Ppancon, the Russian Charge d'Affaires, informed Prince Ching that no further steps for the evacuation of Manchuria would be taken until the agreement was signed. Prince Ching refused the Russian terms, but the refusal was stated to please Russia as well as the acceptance of them would do, because in either case Chinese sovereignty was relinquished to Russia. Russia's demands, briefly stated, were that no more Manchurian ports or towns to be opened to foreign trade; no more foreign Consuls to be admitted to the country; no foreigners except Russians to be employed in the public service of Manchuria; the status of the administration of Manchuria to remain unchanged; the Customs receipts of the Port of Niuchwang to be paid to the Russo-Chinese Bank; a Sanitary Commission to be organised, with Russian control; Russia to have the right to attach telegraph wires to the poles on all the Chinese lines in Manchuria; and no territory in Manchuria to be alienated to any other Power. It was at the same time, for the purpose presumably of misleading the Powers, alleged that the demands were a pure invention, and that Russia was merely exchanging views with China "regarding the measures for preserving order after the Russian troops had evacuated Manchuria. There was no idea of imposing impediments to foreign trade." This repudiation, formally declared, was regarded as the outcome of vigorous protests which were made by the Powers, those protests having been made promptly and forcibly by their representatives. The American Ambassador, then, as now was among the first to take action, and received, direct from Count Lamsdorff, the assurance that Russia had no intention of depriving foreigners of the privileges they now enjoy in Manchuria or securing any special privileges for herself, the negotiations relating entirely to "certain guarantees indispensable to Russian interests after the evacuation." If the reported warlike preparations be confirmed we shall doubtless hear that they are made with the object of securing those guarantees, of ensuring the safety of foreign Consuls, and of providing for the development of foreign trade. But we are pleased to note that the United States Foreign Office has urged the necessity for joint action. We do not suppose that Russia seriously contemplates flying in the face of the Powers and defying them with the troops and munitions of war she has gathered. It is doubtful if the Powers would wage war to prevent the formal annexation of Manchuria. Short of that they will spare no effort to ensure the maintenance of the policy of the open door. Lord Lansdowne declined to make any statement on the subject the other day; but he may be expected to do so within the next few days, if the alarming rumours receive confirmation.

THE RAILWAY COMMISSIONER'S REPORT.

UNTIL the full text of Mr. Robertson's report on the working of the Railways in India is received it is impossible to deal with it at any length. But the summary we publish in another column seems to show that the Commissioner by no means approves of their administration. It is said that when Mr. Robertson reported his arrival to the Governor-General in Council a speech of an hour's duration was addressed to him. "Now, what is your advice, Mr. Robertson?" he was asked. The Commissioner, who is a man not given to persiflage or possessed of the polished manners of a courtier, replied, "Well, your Excellency is a very clever man, and seems to have learned all about the Railways already, but I must see them and go over them before I can say anything." This may have as much foundation as many another plain tale from the hills. But Mr. Robertson has seen and gone over the Railways, and the conclusion he has come to is that there can be no question that the administrations of company-worked Railways in India have not always been as careful in their management or as considerate of the interests, either of the Government or the companies, as they might have been; that the companies' officers are, in consequence of the excessive control now exercised over them, prevented from performing their duties in a manner which would conduce most to the benefit of the public, the shareholders, and the Government; that to interpose another agency in India for the purposes of control between the Government of India and the companies is to add a fifth wheel to the coach of encumbrance. He condemns the existing system of control by the Supreme Government, and says that a highly technical department, like the Railway, alone has placed at its head a non-expert officer who never had any previous training on railways. The report, it will be seen, is remarkable for plain speaking as well as for its sound practical suggestions, many of which, however, we fear he will not live to see carried out.

THE CYCLIST PROSECUTIONS.

IT may tend to allay public irritation at the "Cautyrisation" of the cyclists to draw attention to the fact that, with the previous sanction of the Governor in Council, rules were notified by the Commissioner of Police in December last. It would doubtless have been wiser had the police taken action directly the orders were issued, when two or three nominal fines of a rupee would have sufficed to bring them forcibly to notice. But several months were allowed to elapse that cyclists and auto-mobilists might have ample time to mark, learn, and inwardly digest. The authorities were too considerate. The rules and regulations were forgotten. We give them in full in another column, and we imagine our readers will join with us in pitying the poor policeman who has to see that all these rules and regulations are carried out—especially as it happens a police officer who fails to see them enforced is liable to a term of six months' imprisonment. At the same time we must offer our congratulations in advance to any individual who shall fail to offend against one or other of them for a whole year. Bicycles and cattle are mingled together with the most delightful lack of discrimination, and he who would master the rules must learn a good deal more than he requires. In this connection we must sympathise with the military officer who declined the other day to give his name to a police official in plain clothes. It is easy for any individual to call himself a police officer, and in these days of practical joking to make himself an inestimable source of annoyance to his more timid fellow-creatures. Of course there is a remedy against that; but who would trouble to have recourse to it?

H. M. S. POMONE, Captain H. Jones, sailed on Saturday for the Persian Gulf.

PROPOSALS for modifying the existing conditions relating to the grant of leave to officers of the Indian Army are under consideration.

THE Eastern Telegraph Company's Cable Steamer Electra, Captain V. F. Sparks, R.N.R., arrived in harbour on Saturday from sea from cable work.

ORDERS are about to be issued laying down that no officer is to proceed on Colonial service with native troops from India unless he has qualified in the language.

THE Sipi Fair at Simla has been fixed for the 14th and 15th instant, and one of the days will be observed as a public holiday by the Government and local offices and the banks.

IT is under consideration to enlarge the proposed Hazar Khaim branch of the Kabul River Canal, in order to provide waterpower for the proposed installation of electricity at Peshawar cantonment.

CONTRARY to expectation a slight decrease in the numbers upon famine relief in the Central Provinces is reported this week, from 62,051 to 60,102. This decrease has occurred among the workers; the number on gratuitous relief has gone up.

THE Director, Royal Indian Marine, in inviting tenders for the purchase of the old turret ships Abyssinia and Magdala, which have been prominent in Bombay harbour for so many years, announces that they "will only be sold for breaking up!"

A CURIOUS claim has been referred to the authorities for an injury pension in the case of a military officer in the Punjab. The damage for which he asks compensation is neurosis of his right hand, which is stated to have been brought on by excessive office work and writing.

THE Seistan Mission is steadily pursuing its work, and communication with India is maintained by helio and telegraph messages taking from four to nine days in coming through. There has been no sickness in the party, and relations with Persians and Afghans continue friendly.

IT may interest intending exhibitors at the forthcoming Fine Arts Exhibition at Simla to hear that the total number of prizes offered for competition amounts to 27, including three medals, and money prizes aggregating to the value of Rs. 2,180. The prospectus is now ready, and can be obtained from Major M. Cowper, Honorary Secretary.

A PRIVATE of the East Surrey Regiment has been drowned in the River Gomtee while bathing. An order has now been issued prohibiting soldiers bathing in the river, owing to dangerous undercurrents, except under strict regimental supervision, and with the concurrence of the Senior Medical Officer.

A FURTHER appreciable decrease in the total plague mortality in India is reported this week, from 28,146 to 24,333. As showing that the subsidence is general, the Bombay Presidency figures have fallen from 3,357 to 1,933; Bombay City from 1,146 to 845; Bengal from 1,863 to 935; Calcutta from 434 to 228; the United Provinces from 3,139 to 2,031. In the Punjab, however, the decrease from 17,068 to 16,985 is not of much account. Mysore and Kashmir report increases. All these figures, except in the case of Calcutta, are largely above the corresponding figures of last year.

MESSRS. RAJA DEEN DAYAL AND SONS are offering a reduction of one-third in their prices, on the understanding that their clients ask for only one position instead of the usual three or four that photographers are so often called upon to grant. They point out that the old practice necessitates extra cost of labour and materials, and they make the concession alluded to on the understanding that their customers make up their minds beforehand as to the position in which they wish to be taken. They expressly state, however, that customers, who wish them to submit more than one proof, must pay the old prices.

THE idea hit upon by the Oudh and Rohilkhand Railway of calling a public conference to discuss the amelioration of the conditions of 3rd class travel, has, it is understood, caught on amazingly. Suggestions are being showered upon the management in embarrassing profusion, and there is no doubt that when the conference takes place, the delegates will not be wanting. As to the date, the season is now so far advanced that the weather alone prohibits the idea of holding the meeting until the rains have set in, besides which the head of the Railway is at present absent on leave. The interest that the matter has already excited shows how deeply it has exercised the native community, although it has hitherto said so little about it. And the papers which profess to represent that community, where are they? Discussing the topics of the last National Congress or something else in which the people at large take an equal interest."

THE LIFE OF THE "FOUR HUNDRED."

[BY AN AMERICAN.]

Snake weddings, appendicitis dinners, and a display of monkey tricks usually seen within a well-ordered zoo lead one to speculate on the ultimate ate of New York society—the "four hundred," as we still call them. Idle sons of rich but honest parents, finding unlimited wealth at their disposal, and being too lazy to work as their fathers did, turn to these freakish exploits, says "an American" in the "Daily Express," as outlets for their nervous energies. In this they receive material encouragement from the Yellow Press; and the result is sufficient to make their shop-keeping, fur-trading ancestors of colonial days turn over several times in their respected graves. This does not mean that the United States is going to the dogs, but that certain people with unlimited wealth and the brains of a crossing-sweeper must make fools of themselves while becoming accustomed to their new place in the world. Their pranks arouse as strong disgust among sane Americans as they do in England, the general conviction being that "God's country" would have a better chance of living up to its name if the New York smart set was deported to some distant Pacific isle unblessed with return steamer facilities. To certain New York newspapers attaches the credit for discovering the smart set. Its erratic leaders are constantly encouraged in their mad pranks, so that hunger for publicity has become a disease. Social prestige depends upon the amount of advertising received. The Beau Brummels of the day compete for first place in the Sunday issues. A pet of society can tell to a column whether his popularity has waned or increased during the current month. Woe to the favourite, man or woman, who drops, in newspaper estimation, to the list of those also present!

NOVELTY COMPETITIONS.

Thus, when a perfect lady startled the world a little while ago by paddling, sans hosiery, in the fountain of New York's Trafalgar-square, she was written about and photographed instead of being arrested by an Irish policeman. She came to the conclusion that her escapade was praiseworthy rather than naughty, and at once there was keen competition among her rivals for social supremacy to do something equally novel and daring. The pace grew faster and faster. New York's silliness was contagious; and provincial smart sets fried, with flattering imitation, to be sillier still. Until recently California held the challenge cup for eccentric behaviour. It has become the custom for a millionaire to give a bachelor supper on the eve of his marriage, his guests assisting him at the close of the feast to destroy thousands of pounds' worth of furniture and bric-a-brac, to show their contempt for money. Carpets are ripped up, costly plate-glass mirrors shattered, chandeliers pulled out by the roots, and broken china strewed ankle deep on the dining room floor. The man who destroys the most furniture is considered the finest fellow. This lofty disregard for mere gold was displayed with such enthusiasm at a recent ante-nuptial banquet in Los Angeles that practically nothing was left of the host's house but its walls and roof. His guests even burnt the butler's clothes and then everybody had a bath in champagne.

MR. LEHR'S EFFORTS.

In New York Mr. Harry Lehr represents the extreme decadence of modern society. Once a wine-agent, made popular in the "exclusive circles" by one of the best-known women in New York, he speedily became a leader of society, occupying the somewhat loose-fitting shoes of the late Ward McAllister. The vulgar rabble beyond the gates called him a Court jester. Mr. Lehr knew by this that he had "arrived" and was thoroughly happy. Every other idle fellow in the idle set strove to imitate him. Some of the imitations were pretty good. Mr. Lehr stage managed the performance of the perfect lady who paddles in the public fountain in New York. For this he received much applause and newspaper photographs in various attitudes. His later achievements put the episode of the fountain quite in the background however. It was Mr. Lehr who, tiring of his fellows sought the congenial society of a trained monkey which he educated for a life in society. He treated the monkey like a brother soothed with a fat cheque the outraged feelings of the tailor who measured him for clothes, and spent hours training the simian to be a butterfly of fashion. Mr Lehr was happy when the monkey could eat with a knife and fork; it was the proudest moment of his life when it drank champagne, and put its feet on the table with the air of a finished dinner-out. Then Mr. Lehr gave a dinner party. The monkey was the guest of honour, and a number of other gentlemen of Mr. Lehr's set were also present. The monkey expressed his opinion of the other dinners by getting drunk immediately and weeping bitterly with his head on a serviette. Mr. Lehr has other diversions. He likes to appear as a ballet girl, in abbreviated skirts, false coalliner, and a high false setto voice. He wears hand-painted hose. He is constantly devising new tricks with which to amuse society.

PLEASANT LITTLE TRICKS.

While returning to New York from the Vanderbilt-Neilson wedding at Newport a few days ago Mr. Lehr was loudly applauded for capering about the deck on all fours, barking like a dog, and drenching a number of persons with water from a fire-hose. When he climbed up a stanchion like his simian friend, a well-known beauty declared that she positively could not stand it; that Mr. Lehr was just too killing! The mania for weird parties is a distinct form of the disease. Londoners can hardly appreciate the humour of an appendicitis dinner, given by a California hostess recently to celebrate her return from hospital. Surgical knives were used, and menu printed in terms that would have been more appropriate in an operative-room. The "horseback dinner" was planned by an envious New York host. At the horseback dinner the guests sat in saddles and ate twenty courses in a room decorated like a stable. The waiters were dressed as grooms. Nothing was lacking to complete the picture. The horses which were present must have felt extremely out of place. The "looking-backward dinner" given in New York had for its distinctive feature the wearing of reversed masks by the guests. The effect, when the maskers had consumed the requisite amount of champagne, can better be imagined than described. Which was a polite way of saying that everyone was under arrest. Off to the police station they went—three patrol wagon-loads—the men dazed, the women crying. They were searched and locked up. Then appeared the Tammany chieftain aforesaid, whose wife had given the dinner, and ordered their release. It was merely a pleasant little diversion, and the guests rode back to the Fifth-avenue mansion in cabs, convinced that they had had a glorious time. "Tramp dinners" are still popular. The guests at a "tramp dinner" appear in rags and tatters. The food is served in old tins, and instead of a table there are deal boxes. The waiters are disguised as Salvation Army officers, and they serve hymn-books with the food. The room is decorated to represent a barrack. At the last tramp dinner the inimitable Mr. Lehr scored a hit in his impersonation of a knight of the road. As one of the newspapers admiringly remarked afterwards, "no one would ever have dreamed that he was a gentleman."

SOCIETY "PETS."

Weird pets afford another means of self-advertisement. Two New York society women keep small crocodiles. Mrs. Jack Gardner, of Boston, had a "pet" lion for some years. A Baltimore belle owned a leopard, until it fell into disgrace by partially eating a policeman who met it in the highway and kicked it playfully, as he would have kicked "any other dog." Even society weddings are subject to fantastic ideas. One woman was married recently in bloomers; another went blushingly to the altar with a boa-constrictor around her neck. She was a snake-charmer, and the groom tamed lions. One of the first questions that confronts an engaged couple is that of "doing something new." Even Miss Taaffe, who has never been identified with the Harry Lehr set, must have a dash of novelty in her wedding. She will marry the Earl of Yarmouth at Pittsburg without a wedding ring. A couple were married in a motor-car in New Jersey the other day. If the competition continues, we shall presently hear of New York society people being married on a trapeze or in a submarine, or while standing on their heads. And a cakewalk at the altar is not among the impossibilities.

TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

WAR CLOUD IN THE FAR EAST.

RUSSIA REOCCUPIES NIUCHWANG.

AMERICA, BRITAIN, AND JAPAN TAKE ACTION.

SECRETARY HAY AND THE OPEN DOOR.

EXCITEMENT IN AMERICA.

LONDON, MAY 8.

Reuter wires from Peking that the Russians have reoccupied Niuchwang with a large force and also the ports at the mouth of the Liao river, and are making extensive warlike preparations.

Reuter wires from Peking that the Russians have brought back to Niuchwang a large number of troops recently withdrawn to Port Arthur and points on the Railway.

They have also sent heavy guns and a large quantity of stores to Niuchwang and ordered a large force to reoccupy Tienchungtas.

Fourteen thousand troops are between Liao and Port Arthur reconstructing the forts with a view to resisting operations against them in Manchuria.

LONDON, MAY 9.

It is stated at Washington that Mr. Hay, Secretary of State for Foreign Affairs, has requested President Roosevelt to authorise joint action of the United States, Great Britain, and Japan against Russian aggression in Niuchwang.

Reuter in a despatch from his Peking correspondent says that Russia's latest manœuvre is interpreted as a declaration that Russia is prepared to fight to maintain possession of Manchuria.

There have been reports for some time that Russia has been accumulating great stores of provisions and war material.

Reuter wires from Peking that the official at Niuchwang, who sent yesterday's news, telegraphs that the occupation of the forts at the mouth of the Liao river was temporary, and that the Russians have again withdrawn. Consequently there is a disposition at Peking to question the gravity of the situation, although it is still regarded as mysterious, as the author of the report is considered to be one of the ablest and best informed foreign officials in China.

The Niuchwang affair is exciting much feeling in America.

Secretary Hay has published some despatches from the American Ambassador at St. Petersburg, who, prior to the present crisis, reminded Count Lamsdorff of his pledges regarding the "Open Door."

Count Lamsdorff said the negotiations between Russia and China do not require the approval of America, and that Russia still favoured the "Open Door" as understood by the Tsar's Government.

LONDON, MAY 10.

Secretary Hay is convinced that joint action against Russia is unnecessary and the United States will maintain an attitude of observance.

NOTHING KNOWN AT THE CHINESE EMBASSY.

"CHINA WILL RESENT THE STEP."

(FROM OUR CORRESPONDENT.)

CALCUTTA, MAY 10.

The "Englishman's" London correspondent, wiring on May 8th, states that the Chinese Ambassador at London knows nothing of the Russian occupation of Niuchwang. If the report be true China will probably resent the step.

(THROUGH REUTER'S AGENCY.)

THE STRAITS CURRENCY COMMISSION.

A GOLD STANDARD PRACTICABLE.

LONDON, MAY 8.

Reuter (Singapore) wires that the report of the Straits Currency Commission has been published.

The members are of opinion that the establishment of a gold standard is practicable, and they recommend the gradual introduction of a special Straits dollar of the same weight and fineness as the British dollar.

They also recommend the prohibition of the exportation of the new dollars, and the temporary prohibition of the importation of British and Mexican dollars, which will be ultimately demonetized, after which the course adopted in India will be followed.

THE AUSTRALIAN RAILWAY STRIKE.

TROOPERS PATROLLING THE STREETS.

GOODS TRAFFIC SUSPENDED.

The Australian Railway strike began in Melbourne and troopers are now patrolling the streets.

Demonstrations are being made before the newspaper offices; otherwise the place is quiet.

LONDON, MAY 9.

The Victorian Government has arranged for a limited passenger service, but the goods traffic is entirely suspended, and there is already a sharp rise in the price of provisions.

INDIA TEA ASSOCIATION.

MR. CHAPLIN'S PROPOSAL APPROVED.

ABOLITION OF CORN DUTY CONDEMNED.

The India Tea Association has passed a Resolution approving Mr. Chaplin's condemnation of the abolition of the Corn Duty, and approving the proposal to substitute for it the remission of the War Tax of two pence on tea.

(THROUGH REUTER'S AGENCY.)

MUSSALMAN ATTACK ON CHRISTIANS AT MONASTIR.

LONDON, MAY 10.

The Mussalmans at Monastir, being exasperated at Bulgarians throwing bombs into their mosques, attacked the Christians in the environs, and killed a number of them. A panic then took place in the town and the Christian houses and shops are closed.

THE TURKISH NOTE TO BULGARIA.

The Porte being desirous to avert a conflict with Bulgaria has modified the terms of the Note sent to that State.

ATTEMPT TO BLOW UP A CUNARD STEAMER.

Shortly before the Cunard steamer Umbria left New York the police seized a box containing hundred pounds of supposed dynamite with complicated machinery which was working. The box was delivered last evening by some Italians supposed to be connected with a Mafia plot to destroy an English liner.

ATTACK ON A FRENCH CARAVAN.

LOOTED BY TRIBESMEN.

LONDON, MAY 9.

A large French caravan has been attacked and looted by tribesmen on the Algerian frontier. Thirty of the escort were killed and eighteen wounded.

THE BLOWING UP OF THE GUADALQUIVER.

STEAMER A COMPLETE WRECK.

ALL ON BOARD SAVED.

LONDON, MAY 8.

The Messageries Maritimes steamer Guadalquiver, which was blown up in Salonika harbour some days ago, is a complete wreck, but all on board were saved.

THE TRANSVAAL LOAN.

UNPRECEDENTED SUCCESS.

SUBSCRIBED EIGHT TIMES OVER.

LONDON, MAY 9.

The Transvaal Loan List has been closed. Its success is unprecedented, the subscriptions having amounted to between 1,200 and 1,500 millions.

(FROM OUR CORRESPONDENT.)

CALCUTTA, MAY 10.

The "Englishman's" London correspondent, wiring on the 8th instant, states that the Transvaal Loan has been subscribed eight times over.

(THROUGH REUTER'S AGENCY.)

KEMPTON PARK JUBILEE HANDICAP.

LONDON, MAY 9.

The following is the result of the race for the Kempton Park Great Jubilee Handicap :—

Ypsilanti	1
Duke of Westminster	2
Hazafi	3

DEATH OF KING MWANGA.

LONDON, MAY 8.

Mwanga, the ex-King of Uganda, has died at Seychelles.

CRICKET NEWS.

SURREY vs. HAMPSHIRE.

LONDON, MAY 9.

The Cricket match, Surrey versus Hampshire, had to be abandoned owing to rain.

FALSE PRETENCES AT CALCUTTA.

A "RIGHT HONOURABLE" CONVICTED.

A discharged seaman, named H. V. Moore, who passed off as the Right Hon'ble W. H. Grattan and the Right Hon'ble M. J. Anderson, thereby cheating the Waterloo, Grand, and Continental Hotels, was yesterday convicted by the Chief Presidency Magistrate of Calcutta, and sentenced to two months' rigorous imprisonment.

BETTING ON THE DERBY.

CALCUTTA, MAY 9.

A London cablegram gives the following as the latest betting on the Derby :—

5 to 4 against	...	...	Rock Sand.
5 to 1	„	...	... Vinicius.
10 to 1	„	...	... Mead.
12 to 1	„	...	... Rabelais.
14 to 1	„	...	... Flotsam.
16 to 1	„	...	... Acefall.
25 to 1	„	...	... Playbill.
40 to 1	„	...	... L'Aiglon.

It is understood that, as present arranged, H. E. the Viceroy leaves Simla on the 21st September, via Rawalpindi and Murree, for Kashmir, the expedition lasting about a month. The party accompanying his Excellency includes Sir Walter Lawrence, who is a well known authority upon this outlying portion of India.

Lord Kitchener has arrived at Simla.

RAILWAY ADMINISTRATION IN INDIA.

MR. ROBERTSON'S RECOMMENDATIONS.

RADICAL CHANGES ADVISED.

GOVERNMENT AND THE COMPANIES.

(FROM OUR CORRESPONDENT.)

SIMLA, MAY 9.

Mr. Robertson's Report on Indian Railway Administration and working is published. It states that root and branch reform alone will be productive of lasting good, so that the railways may be worked more as commercial enterprises than hitherto. To this end it recommends, (1) the formation of a Railway Board composed of specially qualified men of home training, presided over by a president or chief commissioner who should be a member of the Viceroy's Council for railway matters, and who should have a thoroughly practical commercial knowledge of railway working, and the rest of the Board to consist of two other commissioners, who should have a similar training to that of the president. There should also be a secretary who should be ex-officio, (a) a Secretary to the Government of India, (b) chief inspector of railways, and (c) number of railway inspectors and auditors. This board should be expected to exercise full administrative powers, subject only to the control of the Governor-General in Council. This board, Mr. Robertson estimates, after allowing for liberal salaries for the members and staff, would result in a clear saving to the Government of five lakhs of rupees annually. Regarding finance, Mr. Robertson advocates the formation of a railway fund, to be applied to improvements on State railways, to be started with the contribution of fifteen crores of rupees from Government, and Mr. Robertson further advocates starting a railway clearing house in some such central locality as Allahabad. In regard to the gauge he advices the gradual adoption of the European and American four-foot eight and half inch gauge—all vehicles for the broad and metre gauge hereafter built to be made capable of conversion to this standard, and to gradually reconstruct the lines accordingly; the narrow gauge lines to be utilised only for feeder purposes. Mr. Robertson takes a sanguine view of the future of Indian Railways, and expects them to become one of the strongest supports of the Government in the development of the country.

DETAILED ABSTRACT.

The following is a more detailed abstract of the principal recommendations in Mr. Robertson's Railway Report. Mr. Roberton begins by detailing the circumstances of his mission and system he has found in force in connection with the railways of India. He goes on to sketch the differences obtaining between the State and the company-worked lines, and shows that although close Government control of company officers was at one time necessary, yet there is no need for the permanent application of a break which prevents their performing their duties in a manner most conducive to the benefit of public shareholders and Government. He finds no reason to believe that there are fewer mistakes or less waste on State-worked railways, with a the limited control exercised over them, than there would be on company-worked railways with the greater control exercised by Boards of Directors. Under these circumstances, he is of opinion that to interpose an agency of control between the Government of India and the companies is to add a fifth wheel to the coach. He speaks in the highest terms of the consulting engineers and Government examiners of accounts, but considers that under the present system they have become unnecessary, and that their presence only hampers development. He advises, therefore, that in the case of company-worked lines the interests of Government would be sufficiently protected by an accounts officer being sent out at stated intervals to audit the accounts of each railway, the Boards of Directors and their representatives in India to be given free hand subject to such rules as Government may lay down to administer and work their charge, both as regards management and revenue expenditure.

THE ONLY LOGICAL ALTERNATIVE

he says, is to do away altogether with the companies, and to work the lines through a manager as State railways. The above applies to railways in which the interests of the company and Government are in harmony. In cases where this is not the fact Mr. Robertson admits that a somewhat different system will be necessary unless contracts can be revised, but even here he finds no danger would result from the modification of the present system in the direction indicated.

Mr. Robertson goes on to discuss the position of the Government of India in regard to railway administration. He here finds the entire machine cramped and restricted owing to the existing code requirements of the Finance Department, which makes even the highest officers of the Public Works Department as powerless to act as the lowest even in matters the most trivial, without reference to and the approval of the Finance Department. This state of things has grown up partly owing to the fact that the department is without an expert head, the member in charge of the Public Works Department portfolio being without previous training in railway working and management. The remedy proposed by Mr. Robertson is radical. He recommends that the existing system should be swept away, and that in its place should be appointed a board of experts of home training. The last named point he insists upon not because suitable men may not be available in India, but because in the initial stage, and while the department is being put into proper working order, they should be

FREE FROM LOCAL PREJUDICES

and traditions. The operations of this board to be successful, the report states, must necessarily be excluded from the general administration of Government, and unless they are so excluded and the board is allowed to manage the railways entirely on commercial lines, the success they should achieve cannot possibly be secured. Subject to the control of the Governor-General in Council the board should otherwise be left entirely free to administer the railways, and they should be judged by results.

The report goes on to detail the constitution of the board which is to consist of three experts, the chief of whom is to be a member of the Viceroy's Council for railway matters, and the other two to be men of high railway standing. Under the board, in addition to subordinates, are to be :—(a) a secretary, who is also to be a practical railway man, and, ex-officio, a secretary to the Government of India; (b) a chief inspector of railways, who will advise the Board on all technical engineering and mechanical questions, and exercise supervision over other railway inspectors; (c) a number of ordinary inspectors to inspect the railways at intervals and to investigate accidents; (d) a number of Government auditors to inspect the accounts of the railways at intervals. The duties of the board include :—(1) the administration and working of the railways; (2) the construction of additional lines; and (3) all financial arrangements connected with the railways.

The report goes on to further detail the duties and powers of the railway board, and then proceeds to discuss its organisation and departments. In this connection it points out that the present system, though suitable enough for small lines, is no longer applicable to larger lines like the East Indian, Bengal-Nagpur, G. I. P., and Bombay and Baroda company-worked railways, and North-Western and Eastern Bengal State-worked railways. For these lines Mr. Robertson advocates the division of the duties of traffic manager, into two departments under:—(a) a goods manager, and (b) a superintendent of the line, as in England. He further suggests the desirability of sending home at the railways' expense the senior officers of each railway periodically to keep them in touch with new developments. For the same reason he would send the president of the Railway Board, and one of the Commissioners from time to time to England, the Government Director to go to India when the president cannot go home. Mr. Robertson further discusses

THE QUESTION OF SALARIES,

which he considers inadequate in the case of the heads of departments on State railways. He also condemns the existing practice of fixing a salary for an appointment, and then refusing to pay a particular individual more in order to retain his services, his view being the sensible one that the retention of the services of a thoroughly competent officer is essential for satisfactory administration. Regarding the London Boards he points out the desirability of their having their headquarters in India, or failing this for individual members to visit India frequently; also for increased powers to be given to the heads of departments upon the spot. The Report then discusses State versus Company management, the conclusion arrived at being that Government should either work all railways itself or lease them all to companies, the latter course being preferable.

Chapter 2 deals with finance. Regarding expenditure on improvements Mr. Robertson thinks this should be excluded from the Government programme, all company-worked lines to be allowed to raise such money as they want, and as Government approve on the best terms available, without considering the exigencies of Indian finance, but that in State-worked lines the present method in regard to funds for improvements should continue. Regarding expenditure on new lines Mr. Robertson makes a number of suggestions, which he claims would relieve the State of all but nominal liability, and prove acceptable to the investing public. To this end he recommends that the State should guarantee

A MINIMUM OF THREE PER CENT IN GOLD

from the day each line is opened, the interest up to that time to be charged to capital at 4 per cent., the argument being that experience shows that the great majority of lines earn this amount; Government also to give :—(1) free land, (2) the carriage of construction materials over all Indian railways at cost price, and other concessions to be allowed until the new line earns four per cent. The new line also to retain all its net earnings up to five per cent., dividing the excess over that amount equally with Government. Mr. Robertson also advocates raising the period for the first purchase by Government to thirty-three years. Other recommendations are :—(1) to permit companies to charge to capital the interest on money raised for extensions or new lines; (2) to employ main line companies to finance all their own branches and extensions, and generally to decrease the number of companies with which Government has to deal. Under these circumstances Mr. Robertson thinks that Government could safely remove all limit as to the mileage to be constructed annually, the state of the money market, the ability of manufacturers to supply materials, and the availability of labour being sufficient to prevent undue expansion. To free the general administration from all responsibility he would create a railway fund as a guarantee to provide alike for all possible demands on account of improvements to State railways, and for guaranteeing three per cent. on the capital of new companies. The accounts of this fund would be kept separate, and Government should start it with a contribution of ten millions sterling.

TECHNICAL DETAILS.

Chapter 3 deals with the working of the railways. This is mostly technical. Its recommendations are generally directed to giving the companies a free hand, to give concessions in regard to freights and fares where it is a question of developing local industries, the present minimum rates to be removed. Mr. Robertson also thinks rushes of traffic might be reduced by quoting specially low rates during the slack season. Regarding the coal traffic to Calcutta Mr. Robertson holds that a material reduction in freights is possible, and that it would pay the railways concerned to introduce it. Going on to the question of the rolling stock, Mr. Robertson shows that with lighter loads and higher speeds great relief could be afforded. He also points out improvements in the pattern of engines, and longer and larger wagons that might be introduced. The report then goes on to discuss proposals for the various branch lines, and incidentally recommends the linking up of the metre gauge systems, and especially those of the Hyderabad-Godavery Line with the Southern Mahratta and South Indian Railways. Mr. Robertson is also in favour of the Raipur-Vizianagram connection with Vizagapatam. He reports in favour of establishing a clearing house at some such centre as Allahabad. Regarding gauge he favours the gradual conversion of both metre and broad gauge to the gauge obtaining in Europe and America his argument being that uniformity is bound to be found necessary some day, and the longer reform is delayed the greater will be the expense of effecting it. He admits, however, that the evils of the break of the gauge would be minimised by giving the metre gauge railways access to all the important centres of trade.

In conclusion Mr. Robertson claims that if his recommendations be adopted there will result a systematic opening up of vast tracts of country at present isolated, cheaper fares, more comfortable, expeditious, and safer travelling, better train service, speedier transit for goods, and lower rates of conveyance.

THE SOMALILAND EXPEDITION.

THE DISASTER TO PLUNKETT'S FORCE.

THE VALUE OF MOUNTED TROOPS.

(FROM OUR SPECIAL CORRESPONDENT.)

BOHOTLE, APRIL 27.

As regards Plunkett's show on April 17th those with us generally think that he made the reconnaissance into an attack so as to win a show off his own bat. He pushed too far, got surrounded, and ran short of ammunition. Hence the disaster.

Gough's show of April 22nd was a very well conducted business with severe fighting lasting six or seven hours.

With Plunkett's failure General Manning's scheme has practically collapsed. You see Gough was near Danop and Plunkett and Cobbe near Walwal. They would have eventually joined and been able to give the Mullah such a knock as would probably have finished the campaign at any rate for this year. But this cannot be. Manning has gone to Galkayu after extricating Cobbe, and Gough is expected here to-morrow.

This fighting is most instructive when compared with the Erigo business last October. The Mullah will not attack a zareba or defended position. He only relies on the bush fighting, at which he is an adept.

The weak part of our movements is that supposing you have a column 800 strong, you require 250 camels, say, for water, rations, and ammunition. This convoy naturally takes up some length on the road, and a large number of men are required to protect it, and thus your 800 men becomes, say, 600. These numbers are only imaginary, but are to give you an idea, obviously the number of camels depending on the number of days' rations carried. In Plunkett's show 300 men with Cobbe guarded the zareba with 1,000 camels and rations, &c. The fighting took place seven miles off, and Cobbe was helpless to relieve him.

The other business—Gough's was better conducted but there were not nearly so many camels.

We must adopt bush fighting if we want to get the Mullah. Mounted troops are imperative for this work. Infantry do very well for the convoy work.

Captain Bruce, R. A., who was killed on April 22nd, is the son of Sir Charles Bruce, Governor of Mauritius.

There is no longer a station at Damot as the water supply gave out.

The Mullah is estimated to have 30,000 burden camels so the 1,000 camels of the "Globe" are insignificant, especially when only 45 of them were burden camels.

THE SIMLA SEASON.

AMATEUR THEATRICALS.

(FROM OUR CORRESPONDENT.)

SIMLA, MAY 7.

The Simla Amateurs began their theatrical season last Friday with a Matinee which drew a crowded house. The first part of the entertainment was opened by Miss Alice Bailey with a capital violin solo. Miss Annie Watson followed with Blumenthal's "Evening Song" which suited her fine contralto admirably. She gave as an encore "The Sweetest Flower that Blows." A well executed string quartille by Messrs. Buckner, Revell, Hanson, and Pattison was the next item, the first part of the performance concluding with a quaint coon song sung with feeling and expression by Miss Macquoid, one of the most talented of the lady artistes of the Simla amateur stage. The second part of the performance was a two act dramatic sketch "Villain and Victim," which kept the house in a roar of laughter. It described a domestic tiff between a young married couple, the sofa cushion doing duty for the baby. The parts were sustained by Mrs. Bingley, whose re-appearance at the Simla Gaiety is greeted with enthusiasm by all who appreciate good acting, and Major William who evidently possesses a share of the humour which has made his brother Mr. A. Williams a favourite amongst Simla play-goers. The farce "Jane" is now being rehearsed. It will be put on about the middle of May. The following will most probably be the cast:—

Shackleton	Captain Baker Carr.
Mr. Kershaw	Major Caruana.
William Tipson	Mr. Caulfield.
Claude	Mrs. Crawshay.
Jane	Miss Home.
Mrs. Chadwick	Miss Parbury.
Lucky Norton	Mrs. Caruana.

The admirable arrangement initiated last season and subscribed to by all the principal residents of Simla, whereby ladies who are new comers, as well as those who are already acquainted with each other, are permitted to make calls by post, continues in vogue. The relief it has afforded to those who have households to look after is simply enormous. There are still occasional visitors, mostly birds of passage, at the hotels, who for inscrutable reason suppose that they are paying a compliment by depositing their cards personally instead of by letter, thereby imposing upon the residents the choice of a long journey in the dust to return the card in person or the appearance of neglect if the simple expedient of returning it by post be adopted, but the number of such ladies is rapidly decreasing, and most people adopt the sensible plan of a returning all cards by post in whatever manner they may have been originally deposited. This saves an immense amount of unnecessary trouble, and is now so generally done that one hardly ever hears of anyone so foolish as to take offence at it. Men are still bound by antiquated convention to make their calls in person. The size of the station renders it a long undertaking for them to call upon everyone, in the brief Sunday hours that custom appoints. Busy men, in consequence, confine their visits more and more completely to personal friends. Indiscriminate visits upon acquaintance are being gradually left to new comers and to those who are here upon leave. It would be a graceful act for ladies of influence in the station to combine in agreeing to receive the cards of bachelors by post. Until this is done the present inconvenient system must continue. The feelings of Mrs. A, B, C, and D must be hurt because Mr. Z. has omitted to call upon them. Mr. Z must remain with the uncomfortable consciousness whenever he meets these various ladies, that he has failed in his social duties towards them, though to fulfil them would be to take time he cannot at all conveniently spare from his work.

A meeting was held at Volunteer headquarters on last Tuesday to arrange the programme of the combined Volunteer and Jutogh Garrison Athletic Sports which take place at Annandale on 23rd instant. It was decided to adhere, as far as possible, to last season's events which proved eminently suitable. The Punjab Light Horse will probably be invited to join in the sports which are always a popular incident of Simla season.

The Rev. R. Jourdain, of the Oxford Mission, Calcutta, has been at Simla where he assisted in the Easter Services. In the Oratorio, at Christ Church, Colonel H. Clarke took the bass solos, Miss Annie Watson the contralto solos, Mr. J. Webber and Mr. Dollman also assisting the choir. The Chaplain, Mr. Nicolls, is arranging for the Sunday evening services at All Saints' Church, Boileauganje, to be continued during the season. Mrs. Nicolls holds a sale of work, in aid of the local society for the Promotion of the Gospel Mission, at the Christ Church Boys' School, Simla, during the midsummer holidays.

The Bishop of Lahore has written to the Senior Chaplain at Simla to the effect that his health has improved. He is now on a walking tour in Kulu, and hopes to arrive at Simla at the end of May.

The long talked of Cathedral for Simla is not likely to materialise at present. The Christ Church magazine points out, as indicating the insufficiency of the present church accommodation in Simla, that forty or fifty persons were unable to find seats at the morning service on Easter Sunday last, but other needs must be filled before the funds necessary for the construction of a larger edifice will be forthcoming.

(Concluded on page 6.)

ENGLISH POLITICAL AND SOCIAL LETTER.

(FROM OUR CORRESPONDENT.)

LONDON, APRIL 24.

THE BAGHDAD RAILWAY SCHEME.

The all but universal outcry in the Press against the Baghdad Railway scheme, and the possibilities it afforded of our blindly entering into inconvenient and, perhaps, disastrous alliances, has had its effect a little sooner than was expected. Parliament had not assembled many minutes before Mr. Henry Norman, M. P., put a pertinent question to the Premier, "Was it the case that an arrangement had been concluded between the promoters of the Baghdad Railway and a British group of financiers for the raising of the capital allotted to this country." "No, Sir," replied Mr. Balfour. "There has been no change at all since I last spoke to the House shortly before the House separated." "For this relief much thanks," was the general commment. "At any rate the country is not committed." Within forty-eight hours the gratifying announcement came from the lips of the Premier that the scheme is "off," so far at all events as official participation by this country is concerned, and without such participation the scheme is not very likely to reach fruition in the time of its virtual promoter Kaiser Wilhelm II. I cannot help thinking that one of the things that have caused the Government to drop the scheme which a more astute Foreign Secretary than Lord Lansdowne would never have allowed them to touch was the powerful though interested letter of Sir Thomas Sutherland in the "Times," for it was clear from Mr. Balfour's statements before the House that he was greatly impressed by the notion that the new railway would cut out the P. and O. as carriers of the Indian mail. Here are the terms of Mr. Balfour's surrender to public opinion :—"A copy of the convention between the Turkish Government and the Anatolian Railway Company to which my hon. friend Mr. Gibson Bowles refers is in our possession. This convention, a summary of which was published in 'The Times' of yesterday, leaves the whole scheme of railway development through Asia Minor to the Persian Gulf entirely in the hands of a company under German control. To such a convention we have never been asked to assent, and we could not in any case be a party to it. (Hear, hear. House cheered and cheered loudly.) The alternative arrangements which have lately been under our consideration were, on the contrary, designed to place the railway, including the existing Anatolian Railway, throughout its whole length from sea to sea, under international control, and to prevent the possibility of preferential treatment for the goods or subjects of any one country. In these arrangements it was suggested inter alia that equal powers of control, construction, and management should be given to German, French, and English interests. After careful consideration of these proposals, his Majesty's Government have come to the conclusion that they do not give to this country sufficient security for the application of the principles above referred to—(more cheers); and they have, therefore, intimated that they are unable to give the suggested assurances with regard to the policy which they might hereafter adopt as to the conveyance of the Indian mails by the projected route, as to facilities at Koweit, or as to the appropriation of a part of the Turkish Custom's revenue in aid of the contemplated guarantee." (Still louder cheers.) "I am obliged to the right hon. gentleman for his answer, Mr. Bowles, and I congratulate the Government on their decision."

The meeting of the Central Asian Society convened for this afternoon to consider the Railway scheme was fully and very influentially attended; but naturally after Mr. Arthur Balfour's announcement that the Government had definitively withdrawn from the Baghdad Railway scheme, both Mr. Gibson Bowles' address on it and the discussion on his address fell rather flat. Mr. Ian Malcolm, M.P., occupied the chair, and among those present were Lord Ellenborough, Sir Charles Dilke, Sir Lepel Griffin, Sir George Birdwood, Mr. Lynch, and Mr. J. D. Rees. Mr. Gibson Bowles took a purely commercial line in the denunciation of the railway, stating that it was a bogus railway, which would not be supported by either internal or external trade, but by the guarantees and subsidies of the Turkish Government, the produce of enhanced Customs levied chiefly on British goods, the plunder of the Turkish Bondholders, and the postal subvention of the British Government, and he more than hinted that the whole project was a sort of intrigue between the Kaiser of Germany, Mr. Arthur Balfour, and Mr. Chamberlain. Sir Lepel Griffin who followed pointed out that some day there must be a Euphrates Valley Railway; that thirty and forty years ago the opportunity was open to us to construct it entirely at our own cost and for our own benefit; but we missed it, and now must not play a dog-in-the-manger policy. For his part he did not believe in a railway through Southern Persia; and it was not our policy either to promote one along that impossible line. We were a great naval power, and as such it was to our best convenience and profit that the railway should end at Bussorah, or Fao, or Mohammera. Lord Ellenborough followed, giving some tedious extracts in the way of soundings, &c., which did not bear directly on the specific question of the moment. Then followed Mr. Lynch, who adduced many pertinent facts in illumination of the subject, but as usual discredited them by the impracticability of his suggestions as to England's duty in the matter, which was no less than that this country would undertake the construction of the whole line, and from Alexandretta opposite Cyprus down to Baghdad and Mohammera, and thence on to Bombay through Southern Persia. Sir Charles Dilke then made the speech of the evening. A Euphrates Valley Railway was inevitable. It was not to our interest, especially if extended through Southern Persia, but if made, and when made, we must have part in it. If carried out pari passu with the renovation of the canals from the Tigris and Euphrates throughout Mesopotamia, after the manner of our renovation of the ancient canals of Scinde and Egypt, the railway would pay itself, and would require no subsidy from Government. It was impossible for us to directly guarantee such a railway in its course through the entire traverse of Syria and Mesopotamia, but we could always indirectly guarantee and control it at its termini anywhere in the Persian Gulf, either at the head of the Gulf, or on the Persian Coast, or the Coast of Arabia. Mr. Rees brought the discussion to an end, when Mr. Gibson Bowles briefly replied, and Mr. Ian Malcolm, from whom, as your readers are aware, the fourth party get their sobriquet of "Malcontents" moved a vote of thanks to Mr. Bowles; who certainly deserves the thanks of the whole country for the intelligence, courage, and resolution with which he has conducted the "little campaign" as he described it, until yesterday it was crowned with such surprising success. But all through the campaign there has been, perhaps, too much distrust of Germany; which in the opinion of some well-informed people has blinded many to the real motives of the German Emperor in pushing forward this proposed line. For him we are told it is not a commercial question but a political one. Now that England is in Egypt has been, so it is said, that Constantinople and the Euphrates Valley are of comparatively secondary importance to us, and that if the interests of Germany in the trade of the Black Sea, and the Near, Middle, and Far East are to be maintained, Russia must not be allowed to obtain a preponderating footing in the Euphrates Valley. We are, say those who share the Kaiser's supposed aspirations, no longer as regards our commerce vitally interested in the Euphrates Valley, and so long as we command all the ports in the Persian Gulf, we are no longer vitally interested politically in the Euphrates Valley; and the obligation to defend it politically against Russia falls on "Germany," i.e., Germany and Austria, Austria cannot, however, exert any material influence for the present in Mesopotamia, and so perforce Germany—i.e., the Kaiser William II has to take the lead there. "If this is not recognised clearly," it is said, "and if we allow the brutal abuse the Germans have been hurling at us daily during the past three years, to blind us to this fact it can only

be to our greater detriment in the long run. Let us vigorously assert our own views, and push our own interests in the matter, and we shall soon have Germany eager to co-operate with us. Do not let us oppose the present proposals because they are of German origin—but simply because they are not sufficiently advantageous to ourselves; and we shall find Germany more than ready to concede to us all that is legitimately and truly for our advantage." This, indeed, says one who was present at this afternoon's meeting, is the corollary from Sir Charles Dilke's statesmanlike and masterful speech.

THE BUDGET.

It is too early yet to say what the ultimate opinion of the country as a whole may be on the Budget, but it cannot be denied that the Government have done a good stroke in preventing a spread of the disaffection existing amongst the middle-classes, the backbone of the Conservative party "at the high rate of the income-tax, but they have offended another section of their supporters by their somewhat humiliating repeal of the corn tax." Mr. Ritchie's lucidity is praised by everybody, and he has done much better than was expected of a man of mediocre ability, and one whose Parliamentary success has been a puzzle to everybody.

THE PROVINCE OF SIND.

Bombayites and Sindees were in great force at the Society of Arts yesterday afternoon when Mr. H. M. Birdwood read a well-written, interesting, informing, and, I may say, statesman-like paper on the Province of Sind, with which in the early eighties he was connected for some years as Judicial Commissioner. Prominent amongst the Sindees present was that fine old soldier Sir John Forbes, whose distinguished services in the province commenced upwards of sixty years ago, and next to him sat another veteran whose name is still gratefully remembered in Sind, General Sir William Henry Green. It was a disappointment to many that the Earl of Lytton, who had promised to preside, and, who I know, was looking forward to the pleasure of making his debut at a large Anglo-Indian gathering, was prevented at the last moment from fulfilling his engagement owing to a somewhat severe attack of influenza. His place was ably and fittingly taken by Sir William Lee-Warner, himself an old Sindee official. If it was not possible for Mr. Birdwood, as he informed us at the outset, to present within the time at his disposal a detailed description of the province of Sind, of its physical features, its flora and fauna, its people, its literature, its history, its arts and manufactures, and its progress during British rule, it is equally impossible for me in the limited space at my disposal to attempt anything like an adequate summary of Mr. Birdwood's exhaustive paper. Its scope will, however, be apparent by my enumerating the heads of the various subjects dealt with, namely, Area and Population, Physical Features and Rainfall, the Indus, origin of the names "Sind," "Hindi," and "India," Irrigation Canals and Colonisation, Vegetation and Scenery, Fauna, Railways and Imperial Defence, Aryan Influence in Sind, Invasion of Alexander the Great, Prevalence of Buddhism, Arab Invasion, Spread of Mahomedanism, Turki and Afghan Invasions, subsequent History, Destruction of Brahamabad, Birth of Akbar at Umarkot, First Employment of Sepoy Troops in India, British Rule, a pretty comprehensive list of topics. Not the least important section of Mr. Birdwood's paper was that headed Railways and Imperial Defence. What the fulcrum is to the lever, what the axle to the wheel, the wrist to the hand, and the shoulder to the arm, that, with every improvement of communications, is Sind tending to become in relation to the rest of India; and when Karachi, the nearest Indian port to Aden and the Persian Gulf, has grown to its destined greatness, and is linked by direct lines of rail with every administrative centre in India, then Sind, he said, cannot fail to become the pivot of our whole Indian political system. Sind, he reminded us, has borne the brunt of many invasions in the past; and, in possible developments of the restless "Middle Eastern Question," about which the "Times" through Mr. V. Cairol has been enlightening the readers of the leading journal, such a combination of new political forces might yet be evolved as might again threaten the sanctity of its soil.

We could, remarked Mr. Birdwood, never, of course, allow any such threat to be accomplished, but to make its accomplishment impossible can be the only right course. No more pressing question than the effective completion of the defences of Sind against every possible attack, whether by sea or land, could well engage the attention of the Council for National Defence, and at the present moment, in a time of peace, when the necessary arrangements can be carried out at a comparatively small cost, the port of Karachi ought to be made the trooping port for India, as it certainly would become on the outbreak of a war involving India; and then it might be difficult to make effective arrangements promptly. Sir William Lee-Warner, in the course of his excellent impromptu speech, made a graceful allusion to the presence of an officer who had fought in the battle of Miani, described as perhaps the most brilliant feat of arms in English history, and Sir Raymond West dwelt on the local patriotism of the English dwellers in Sind, the enthusiasm they display for their work, and the ever present desire to contribute in any way to advance the interests of their province. These qualities they continue to retain after the return to this country, judging from the strong force in which they appeared at the Adelphi yesterday afternoon.

Apropos, in Sir Frances Jeune's court the other day one of his Majesty's Counsel, apparently more learned in law than in geography, described Karachi (if he is correctly reported) as in the Punjab. The eminent advocate, perhaps, did not know any better, but if one were to credit all the doleful stories one hears from Bombayites anxious for the preservation of the status quo, not only in the Gulf of Aden, but in the Valley of the Indus, he might have been indulging in "intelligent anticipation of events before they occur" to use Lord Curzon's celebrated phrase. Still if the worst come to the worst, and Bombay is compelled to part with the province of Sind as well as the Gibraltar of the Indian Ocean, as some predict, let us hope that she will insist upon adequate compensation elsewhere. Even the authors of certain grandiose schemes of territorial rearrangement within the Indian Empire contemplate, I believe, giving Bombay some not inconsiderable slices of country adjacent to the Western Presidency.

In this connection I may mention that when Mr. Chamberlain as Secretary of State for the Colonies announced in the House of Commons the names of the gentlemen selected to visit Trinidad to inquire into the recent riots, he referred to one of them as "Sir Evans James, formerly a Commissioner in Sind." The "Evans" has stuck, and although the name has since been mentioned many times in the press not one paper has, so far as my observation extended, has ever correctly given the Christian name of Sir E. James. Evil communications corrupt good manners, but a statesman who is willing if not imperial ought to be careful to make himself acquainted with the correct names and descriptions of distinguished gentlemen who are entrusted by him with imperial duties.

OLLA PODRIDA.

Meeting on the Horse Guards Parade a day or two ago a distinguished member of the Council of India walking with a gentleman whose features I did not know, the former pointed to a pedestal being erected in close proximity to the new and rather mean looking offices of the Admiralty, and asked if I knew whose statue was to be placed there? "Brodrick's" I replied. They were rather amused, for just at that moment a member of the Cabinet (Lord Balfour of Burleigh) passed and must have heard my exclamation though I did not see him at the moment. But the unpopular War Secretary may have to wait a long time before his statue is erected on such a classic spot. I am not sure that there is not a reaction setting in against the wholesale abuse which has been heaped upon his devoted head. At all events in private conversation the number of people who express doubts as to whether he has been quite fairly treated by his opponents in and out of Parliament is larger than it was a month ago.

Bombayites in general, and Zoroastrian Bombayites in particular, will be interested to learn that Mr. Nowrojee Dadabhoy Allbless, LL.B., J. P., has for the third time in succession been elected Chairman of the District Council of Hampton, an important suburb on the banks of the Thames, including in its jurisdiction the famous Hampton Court Palace. His re-election was proposed by Mr. T. Larcombe, seconded by Mr. A. Allen, and supported by Captain Christie, all three gentlemen dwelling upon the efficient manner in which Allbless had discharged his responsible duties. The resolution was carried unanimously. Mr. Allbless then took the chair amid applause, and returned thanks for the Council's renewed mark of confidence. I should not be surprised if we some day see a Parsee Lord Mayor of London.

LAWN TENNIS IN BOMBAY.

THE GYMKHANA HANDICAPS.

Some good play has been witnessed in the Bombay Gymkhana Lawn Tennis Handicaps. On Saturday evening the "doubles" were brought to a close, the final which was contested by Messrs. Jacob and Crichton and Messrs. Russ and Reid being won with a fair amount of ease. The "singles" tournament is not yet concluded, but six of the best players of the Gymkhana have successfully negociated their handicaps, and the final stages of the play are likely to be very exciting. Messrs. Rumboll and Cheetham have reached the semi-final round, and Messrs. Caine, Reid, Morgan, and Coombs are also left in. The following are the details:—

SINGLES.

FIRST ROUND.

Harrington (—1-2 15.), James (sc), Rumboll (—15), and Thomas (+ 1-2 15), byes; Fischer (—15) beat McCausland (+1-2 15) 6-5, 6-4; Powell (sc) beat Moore (+1-2 15) 6-0, 6-3; Cheetham (—15 1-2) beat Crichton (+15 1-2); R. Reid (—1-2 15) and Francis (+ 1-4 15) byes; Caine (—1-4 15) beat Bromley (+ 1-2 15) 6-3, 6-4; Westron (+ 1-2 15) beat Haines (+ 1-4 15) 6-2, 6-2; Kendall (+ 1-2 15) beat Binning (—1-4 15); W. Reid (—30), Worgan (—1-4 15), Innes-Ker (+1-2 15), Jacob (—1-2 15), and Coombs (+ 1-4 15), byes.

SECOND ROUND.

Harrington beat James 6-2, 6-3; Rumboll beat Thomas 6-1, 6-1; Fischer beat Powell 3-6, 6-2, 6-4; Cheetham beat Reid; Caine beat Westron, 6-0, 6-1; W. Reid beat Kendall 6-0, 6-1; Worgan beat Innes-Ker; Coombs beat Jacob.

THIRD ROUND.

Rumboll beat Harrington, 6-3, 6-1; Cheetham beat Fisher. Caine and Reid and Worgan and Coombs to play.

DOUBLES.

FIRST ROUND.

Francis and Caine (+ 1-2 15) and Bromley and J. Reid (+ 15 1-2) byes; Jacob and Crichton (+ 15) beat Powell and Hart (+ 1-4 15) 6-4, 3-6, 4-6; Thomas and Cheetham (—30) beat East and Coombs (+3-4 15), 6-3, 3-6, 6-1; Harrington and McCausland (sc) beat R. Reid and Innes-Ker (+1-4 15) 6-0, 6-1; Russ and W. Reid (—30), James and Moore (+1-2 15), and Rumboll and Thomas (—15), byes.

SECOND ROUND.

Bromley and Reid beat Francis and Caine; Jacob and Crichton beat Thompson and Cheetham, 6-3, 6-2; Ross and Reid beat Harrington and McCausland 6-4, 0-6, 6-3; James and Moore, beat Rumboll and Thomas 6-5, 6-4.

SEMI-FINAL.

Jacob and Crichton beat Bromley and Reid 4-6, 6-2, 6-2; Russ and Reid beat James and Moore, 6-4, 6-4.

FINAL.

James and Crichton beat Russ and Reid 6-2, 6-4.

THE SIMLA SEASON.

(Concluded from page 5.)

The new Gymkhana Club at Annandale promises to be a great success. Already 160 members have joined, and the arrangement whereby the band of the East Lancashire Regiment will play there on Wednesday afternoon when polo is going on is much appreciated by the ladies. The residents of the Grand Hotel have commenced their Tuesday afternoon reception, and I hear of several dances in preparation. Mrs. Harington gives one on the 25th. The United Service Club have theirs on the 1st June. The State Ball is announced to take place at Viceregal Lodge on the 29th June.

Dust reigns now supreme at Simla. The roads are deep in it. The air is thick to the extent of obscuring the view, and influenza has begun to appear. I hear that measles also are about, but a good shower of rain is all that is wanted to allay the epimedic if such it can be called. One curious effect of the dryness of the season has been the loosening of the road metal, the number of detached stones on the mall below the Chalet is so great as to make a rickshaw-ride in this part of the station a penance, while for the careless rider there is positive danger. The fact raises the oft discussed question of the relative merits of the very various methods of road-making that have been successively tried in Simla, but until rollers, heavier than those hitherto in use, are introduced the public will continue to complain of the states of the Mall. Gangs of coolies continue meanwhile to pound at the track, and a large quantity of fresh metal is being laid down in the somewhat belated endeavour to effect improvement.

THE CHARGE OF ALLEGED MURDER AGAINST A POONA INAMDAR.

HIS RETRIAL AT THE HIGH COURT.

ACCUSED FOUND NOT GUILTY AND DISCHARGED.

(FROM OUR CORRESPONDENT.)

POONA, MAY 10.

Ramchandra Dwarkaji Nimbalkar, Inamdar of Vadgaon, who was charged with murder of his servant for the sake of finding treasure supposed to have been buried in his house, was once tried before Mr. Beaman, the Sessions Judge, and was found guilty and sentenced to death. The proceedings were referred to the High Court for his retrial. Accused was accordingly retried before Mr. Lucas, the Sessions Judge and jury, and was found not guilty by the jury. The Judge disagreeing, submitted the case for orders of the High Court. The said Court ordered yesterday that accused be acquitted and discharged. The Inamdar, who was confined in the Yerrowda Jail, was released yesterday.

As the outcome of a long correspondence on the subject, the War Office have agreed to pay all the extra pensionary charges which may become due in the case of officers of the Indian Army killed on service while employed under the British Government out of India. Hitherto these charges have been shared by the British and Indian Governments in proportion to the length of service rendered by the officers in question on the British and Indian establishments, respectively.

BEAUTY AND HYGIENE.

For health, beauty, and luxury, use the Albion Milk and Sulphur Soap, which, Lady Constance Howard writes, is "pleasant to use, and whitens and softens the Skin." Also Testimonials from Countess Bathurst, Lady White, Viscountess Exmouth, Lady Dorothy Nevill, and many others. Delicately perfumed. Warning.—When buying Albion Milk and Sulphur Soap, see that name and figure head of "Albion" are on the wrapper. Sold by all chemists, Grocers, &c.

NO MORE ROOM IN REFORMATORIES.

FOUR YOUNG THIEVES.

On Saturday, at the Esplanade Police Court, the Chief Presidency Magistrate heard the cases in which four Borah boys, named Sarafali Hassanali, Kadar Tyeb, Essuf Karim, and Valiji Mussajee, were charged at the instance of Inspector Sullivan, with the theft of small weights and measures and sundry articles from shops in Bhendy Bazar Road, and with aiding and abetting each other in the commission of the offence. The Inspector stated that the second accused was sentenced some time ago to receive four stripes for theft, and that the fourth was in the service of a receiver of stolen goods having a shop in Chor (Thieves) Bazar. The mother of the first accused was dead, and his father stated to the court that he was not able to take care of the child. He had flogged him and tried other means to reform him, but in vain. On the last occasion the Magistrate remanded the accused to jail with a view to ascertain whether room could be made for them in the Yerrowda Reformatory, and the authorities of the Reformatory were communicated with, but their answer was that there was no room there for new convicts.

The Magistrate, in giving his decision, ordered the third accused to receive nine stripes. The first accused was sentenced to four months', the second to three months', and the fourth to two months' rigorous imprisonment. His Worship said he considered the last three accused fit persons to be inmates of a reformatory school, and he directed that instead of undergoing their sentences they should be sent to the Yerrowda Reformatory and there detained for a period of seven years. As accommodation in the Yerrowda Reformatory was not immediately available for the accused, his Worship ordered them to be detained in the juvenile ward, or in such of the part of the Common jail as the Local Government might direct, (a) until they could be sent to a reformatory school, or (b) until the term of their original sentences (or other consecutive sentences) expired.

The Government Resolution regarding juvenile prisoners such as the three accused sentenced as above, is as follows: "The attention of all criminal court should be called to the fact that the Reformatory Act contemplates in each case the passing of an ordinary sentence of imprisonment, and in addition thereto an express order for confinement in a reformatory school. It may be pointed out to Judicial Officers that in the case of a sentence of imprisonment and a simultaneous order for confinement in a reformatory, two warrants are necessary if the juvenile offender is sent first to the jail of the district, until he can conveniently be removed to the reformatory school. The warrant to the superintendent of the jail must be for execution of the primary sentence, unless the order for reformatory confinement is meanwhile given effect to, and the prisoner accordingly removed, and it must be accompanied by a warrant to the superintendent of the reformatory. The superintendent of the jail must, on arrival of a juvenile convict, forthwith send intimation to the Inspector-General of Prisons, and that officer should take steps at once for the transfer of the juvenile with the proper warrant to the reformatory school."

ALLEGED CHEATING.

"AGENTS WANTED."

At the Calcutta High Court, on Thusday, before Mr. Justice Henderson, the case of Emperor vs. Ram Lall Burman was called on for hearing.

Mr. J. G. Woodroffe, Standing Counsel, and Mr. Shelley Bannerjee appeared for the Crown.

Mr. H. E. Cotton and Mr. Ashgar defended the prisoner.

The prisoner pleaded not guilty to a charge of cheating and thereby dishonestly inducing delivery of property.

Mr. Woodroffe in opening the case for the Crown said that the prisoner was charged with cheating and the manner in which he was said by the prosecution to have cheated was this. He carried on what the prosecution said was a bogus firm under the name of Wilton, McKenna and Co. That firm was carried on in two small rooms at No. 103, College Street. A signboard and a few things were in the shop. Wilton McKenna and Co. were described as agents of the Calcutta Electric Stores Supply Association. This so-called firm of which the accused was the proprietor issued a very large number of advertisements in the papers. One of the advertisements called for mofussil agents to sell the firm's electric goods from Rs. 5 upwards and to a really smart and energetic man was offered a salary of Rs. 25 a month with commission at 12½ per cent. on all goods sold, while the agent had to deposit Rs. 200 as security to cover the value of the goods sent, the security to be returned at the expiration of the agent's service with interest at 3½ per cent. This advertisement was very widely distributed. When a would-be agent communicated with the firm he was told he might get an agency upon certain terms and conditions forwarded to him, and he also got a duplicate letter of appointment. If he approved of the terms and conditions, he had to sign the duplicate letter and send it together with Rs. 200 for goods to be sent to him. When the money was received a regular letter of appointment was sent, as also a receipt for the money. The complainant, Jaggobandho Dhur, who carried on business at Dacca, saw this advertisement and was very much taken with it, and put himself in communication with Wilton McKenna and Co. The upshoot of it was that this firm agreed to appoint him as their local agent at Dacca on the terms mentioned in the advertisement. The complainant sent the Rs. 200 and he did so in the full belief that this was a genuine business. As a matter of fact the complainant heard nothing further about the matter and no goods were ever sent to him. No excuse of any kind was ever made by the accused for not sending the goods or returning the security money. The complainant's suspicions were aroused and he came down to Calcutta and made certain enquiries. The police were communicated with and Inspector Hamilton took up the enquiry and searched the accused's shop where was found three or four electric fans, three or four electric scarf fans, a signboard, a typewriter, and several letters. Eventually the accused was placed on his trial before the Magistrate and committed to the Sessions. Among the people victimised were a Mr. Huntley, a chemist of Sind, and others from Bombay and Trichinopoly. In this way the accused collected some Rs. 3,500. The accused had two other businesses, carried on under the name of the General Trading Co., and Burman and Co., respectively. If at the time the accused made these representations he really had a bona fide business and really intended to engage the complainant as his agent to sell his goods and to pay him commission and so forth, and from some cause or another he was unable to do so and had no dishonest intention, then the accused was not guilty of the offence of cheating. But if, on the other hand, the jury found that the accused never intended at any time to carry out these undertakings, but that they were a mere device to obtain money, then he was guilty of cheating. If the jury found this, then the case was one of a very bad character. The two important issues in the case were these:—Was the accused the proprietor of Wilton McKenna or not? and did he make these representations fraudulently or dishonestly?

Evidence was then gone into and the hearing of the case had not concluded when the Court rose for the day.

The return of Sir Wilfrid Lawson to Parliament recalls a story of the late Sir John Astley when standing at a contested election. A heckler asked him "What do you think of Sir Wilfrid Lawson's Liquor Bill?" To which the sporting baronet, after a moment's perplexity, replied: "I know nothin about Sir Wilfrid Lawson's liquor bill, but I know my own was a teaser I quarter day."

FLORILINE!—FOR THE TEETH AND BREATH.—A few drops of the liquid "Floriline" sprinkled on a wet tooth brush produces a pleasant lather, which thoroughly cleanses the teeth from all parasites or impurities, hardens the gums, prevents tartar, stops decay, gives to the teeth a peculiar pearly whiteness, and a delightful fragrance to the breath. It removes all unpleasant odour arising from decayed teeth or tobacco smoke. "The Fragrant Floriline" being composed in parts of Honey and sweet herbs is delicious to the taste, and the greatest toilet discovery of the age. Of all Chemists and Perfumers. Wholesale Depot, 33 Farringdon Road, London. England.

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ARRIVAL OF THE OVERLAND MAILS OF 24TH APRIL.

The P. and O. Co.'s steamer Massilia, Captain G. W. Cockman, R. N. R., arrived in harbour on Saturday morning, with the English mails of the 24th April. She brought the following passengers:—

FROM LONDON.

Miller Mr J	Goring 2nd Lieut F G
Dawson Mr J	Feldstein Mrs R
Kearney Miss J	Hewett Mr B
Stewart Mr J	

FROM GIBRALTAR.

DeSouza Mr and Mrs and 2 children	Couldrey Mr

FROM MARSEILLES.

Bewes Miss W	Mullick Mr M
Dove Lieut H R	Narain Mr
Saunders Capt F	Iles Mr H
Shepherd Mr G B	Mackenzie Mr G
Stocken Mr E	Stewart Mr T
Owen Mr C S	Beynon Capt F
Pollard Mr J	Crossley Mr F
Dougall Capt W	Leech Mr W
Savage Capt A	Meynell Lieut H

FROM BRINDISI.

Beach Capt H	Stirling Mr
Campbell Mr	

FROM ADEN.

McLeod Mr N	Chitts Asst-Surg

THE SERVICES AT HOME.

INDIA OFFICE, APRIL 24.

ARRIVALS REPORTED IN LONDON.

Lt-Col C C Manifold I M S, B	Mr R E Hamilton B
Major F J B Campbell B	Mr A H Garrett M
Major H L Roberts 1st B Lancers	Capt R S Pottinger Bo
Capt I H Campbell 7th B Lancers	Capt J R Darley 9th Bo I
Capt H W Harding B	Mr J Miller Bo
Mr J E Goudge B Cov	Capt F D Browne 6th P I
Mr A H Brasher B Cov	Lt-Col E R Penrose I A
Mr J G Lorimer C I E, B Cov	Major H F Loch 1st Brahmans
Mr A F Cox B Cov	Major W H D Beach I A
Mr R H Craddock B Cov	Capt H W G Cole I A
Mr R A B Chapman B Cov	Capt J W Grant I M S
Mr D Norton C S I, B Cov	Capt B C Waterfield I A
	Lieut C J Ames 2nd Sikhs

EXTENSIONS OF LEAVE.

Mr V J Jordan B furl to March 31 1904	Mr F St C Farran Bo 6 mo extraordinary leave on M C
Mr A J Carew B furl to Oct 31 1903	Mr H L Crawford Bo M C commuted to furl on private affairs and extended to Jan 8 1904
Mr R C Rogers B 5 mo M C	
Mr S M Edwardes Bo Cov 4 ms M C	

PERMITTED TO RETURN.

Mr G S C Cole B	Capt F D Browne 6th P I
Mr E W Aruddel B	Lieut G D P Swiney 14th Sikhs
Mr H A Latham M	

INDIAN CARPET EXHIBITION.

An exhibition and sale of Indian carpets and rugs, embroideries and fancy needlework, was opened on April 20 at the Grafton Galleries, Grafton Street, by the Industrial Missions Aid Society. All these articles were made by native Christians at the various mission stations throughout India, and the managers of the society are to be congratulated on the success which has attended their efforts to teach native Christians an art industry by means of which they can make a better living than they could have done in native factories. The carpets and rugs shown at the Grafton Galleries are very beautiful, the workmanship being excellent, and the colouring marked by that harmonious blending which characterises Oriental work of this class. The patterns are mostly old ones and are copied exactly by the workers at the society's factory at Ahmedangar where nearly 250 native Christians are employed. The drawn threadwork on Irish linen is remarkable for neatness and delicacy. Curry powder in tins and mangoe chutney in bottles are shown from Barrancore and Calcutta, arrowroot from the New Hebrides and coffee from the Zambesi. The managers of the Zambesi Industrial Mission are desirous of starting cotton cultivation in that country, the climate and soil of which are favourable for the growing of cotton remuneratively, and to do this with success a capital of £1,500 to £2,000 will be necessary. They appeal to the supporters of the mission to aid them in raising that amount, and they have also issued an appeal for aid in the building of new schools in the villages within a working radius of the stations.

THE DURBAR AT THE TOURNAMENT.

The officers who are responsible for arranging the programme of the Royal Military Tournament, which this year begins on May 15, have decided to include a grand pageant representative of the Delhi Durbar among the list of attractions. The final arrangements for the spectacle are approaching completion, and no efforts or expenses are being spared to make it as historically correct as possible. Five sections of British and Native troops will take part in this pageant. These will total about 350 men of all arms, quite as many as the ring will accommodate comfortably. The British section will include four State trumpeters, 24 Royal Navy men, and representatives of the Royal Horse Art, with one gun. 4th Dragoon Guards, 9th Lancers, and Gordon Highlanders, while among the Native troops are likely to be men of the Imperial Cadet Corps, the Prince of Wales's Bengal Cavalry, the Madras Lancers and the 5th Bombay Cavalry. In addition to these there will be seen soldiers and native retainers from the armies of Native Princes and feudatory chiefs including Maharatta warriors, Rajpoots in mail armour, Bikanir Infantry, and men of the Bhil Corps, while four elephants and two camels will also take part in the proceedings. The above troops will march through the arena in the form of a procession, such as that which took place at Delhi, and line up in front of the royal box. The King and Queen have consented to be present at the Tournament on May 16.

BOMBAY VOLUNTEER RIFLES.

REGIMENTAL ORDERS BY LIEUT.-COLONEL E. F. NICHOLSON, A. D. C., COMMANDING B. V. R.

Bombay, 11th May.

1. The Annual Regimental Prize Distribution will take place at the Town Hall, on Wednesday, the 13th instant, at 9 p.m. Officers Commanding Companies are requested to make their own arrangements for their prize lists and prizes which will be distributed at the same time. The Bombay Volunteer Rifles (Rifle Association) Prizes will be distributed at the same time. At the conclusion of the Prize giving there will be a short Dance. Admission to the Prize giving this year will be by Tickets for all, except Ladies and Members of the Bombay Volunteer Rifles and Staff who attend in Uniform. Dress for Officers—Mess Dress (Red or White.) Dress for N C Officers and Volunteers—Mess Dress or Uniform with Forage Caps.

By Order,
P. H. ROGERS, Major,
Adjutant, B. V. R.

The success of the Maharaja's College at Jaipur in the Allahabad University examinations has not been confined to the B. A. examination, where, as recently noticed, it claims the solitary candidate out of some 230 in the first division. The results of the Intermediate Examination show that this College is equally efficient with its pupils of a junior grade. Out of 15 sent up, 13 passed; one in the first division, who stands ninth on the whole list, and seven in the second. The Government College at Ajmere is another institution that has done remarkably in this examination. Out of the eleven places in the first division this little College takes two, its candidates being, curiously enough, bracketed together sixth. It has also passed five more in the second division, and three in the third. In all 267 candidates have succeeded in passing the Intermediate Examination out of 651 who went up.

A letter posted in Farringdon-street in January, 1899, has just reached Queen Victoria-street. "It was nearly four years and three months crossing Ludgate-circus," says the "Daily Mail." This beats even the most nervous of our Easter visitors from the rural districts.

In consequence of the mischief wrought by unscrupulous West-end dogs" among the waterfowl in Hyde-Park it is said that the officials are of opinion that "the evil must be stopped either by dogs being prohibited or by their being led." Lead would be more effective than led.

THE SOMALILAND EXPEDITION.

SERIOUS BRITISH REVERSE.

The War Office on April 23 issued the following:—

From Col. Swann, Bohotleh,

To the Secretary of State for War, April 22.

Following message received from General Officer Commanding (begins):—

Twenty miles to the west of Galadi, April 18. Regret to report that flying column under the Command of Cobbe, which left Galadi April 10 to reconnoitre road to Walwal, as reported in my 110 of April 8, has had most serious check on April 17.

On the morning of April 17 Cobbe, at Gumburru, 40 miles to the west of Galadi, had decided to return to Galadi owing to serious difficulty in finding road to Walwal and short of water. He was about to leave zariba when firing was heard in direction of small party under command of Capt. Olivey, which had been sent in a westerly direction to reconnoitre. At 9-15 in the morning Col. Cobbe despatched Col. Plunkett with 160, 2nd batt. King's African Rifles and 48 2nd Sikhs, and two Maxim guns for extrication of Capt. Olivey if necessary. As a matter of fact Olivey had not been engaged.

Plunkett on joining depot continued to push on. At 11-45 in the morning Col. Cobbe heard heavy fire in direction of Plunkett, and at or about one o'clock in the afternoon a few fugitives coming in reported Plunkett defeated with loss. News fully corroborated since, and I have to report total loss of Plunkett's party with exception of 37 Yaos who have arrived.

Latest information extracted from fugitives is dated 8-30 o'clock in the afternoon, April 17, is as follows:— That Plunkett pushed on after enemy's force to open country seven miles to the west of Gumburru. Here he was attacked by very strong force of mounted troops and enemy's infantry, who attacked at close quarters.

He kept back enemy's forces until no more ammunition, when he formed square and charged with bayonet in direction of Cobbe's zariba. He moved for some distance in this manner, but a great many, inclusive of Plunkett, killed and wounded by enemy's force in pursuit. At last enemy's infantry overwhelmed square and annihilated all with exception of 37 fugitives above mentioned.

Following reported missing, without doubt killed in action:—

Officers, 2nd batt. King's African Rifles.—Col. Plunkett, Capts. Johnston-Stewart, Olivey, Morris, MacKinnon, Lieuts. Gaynor and Bell.

2nd Sikhs.—Capt. Visey [? Vesey].

Indian Medical Staff Capt.—Sime.

Rank and File.—No. 2,176 Private Laurence Ensor, 4th K.R.R.C.; No. 1,589 Priviate John Barrow, 4th K.R.R.C.

Rank and File, native soldiers.—2nd Sikhs, 48; 2nd batt. King's African Rifles, 124.

Two Maxim guns also lost.

Col. Cobbe reports result of slight fighting on April 16: Lieut. Chichester, Somali M.I., killed in action.

Received earliest account from Cobbe 8-30 o'clock last night, April 17, bearing date 1-10 o'clock in the afternoon, to the following effect:—That he feared that Plunkett had been repulsed with serious loss started immediately after for Gumburru with 300 2nd Sikhs, 60 3rd batt. K. A. Rifles. Kenna, with all available M. I.—namely, 100—started at once; at the same time ordered to push on as fast as possible—Cobbe.

Further information from above mentioned reached me marching. Cobbe encamping with 220 troops; plenty of foodsupplies and four day's water. He has about 1,000 camels and does not think he can withdraw from there with them without help, because the scrub is thick and the enemy's forces seem likely to act on the offensive.

I march again directly to-night at moonrise, expecting to arrive at Gumburru to-morrow at noon. I shall accomplish extrication of Cobbe with as much as possible transport and shall return to Galadi. Can only carry sufficient water for march to Gumburru returning direct with Cobbe, and therefore unable to advance against an enemy's forces if he keeps back. Will telegraph as soon as possible with regard to situation of affairs as soon as I shall accomplish extrication of Cobbe.—Manning.

THE FAR EAST.

INORDINATE RUSSIAN DEMANDS IN MANCHURIA.

A Peking correspondent sends the following details of Russian action which led to the protest of the Powers:—

Russia demanded that China shall sign an agreement practically ceding to her the sovereignty of Manchuria, and barring other nations from the country.

M. Plancon, the Russian Charge d'Affaires, informed Prince Ching that no further steps for the evacuation of Manchuria will be taken until the agreement is signed.

Prince Ching refused the Russian terms, but the refusal probably pleases Russia as well as the acceptance of them would do, because in either case Chinese sovereignty is relinquished to Russia.

Russia's demands were:—

1.—No more Manchurian ports or towns to be opened to foreign trade.

2.—No more foreign Consuls to be admitted to the country.

3.—No foreigners except Russians to be employed in the public service of Manchuria.

4.—The status of the administration of Manchuria to remain unchanged.

5.—The Customs receipts of the port of Newchwang to be paid to the Russo-Chinese Bank.

6.—A Sanitary Commission to be organised with Russian control.

7.—Russia to have the right to attach telegraph wires to the poles on all the Chinese lines in Manchuria.

8.—No territory in Manchuria to be alienated to any other Power.

No explanation has been given (April 29) to the Chinese of the way in which Russia interprets the fourth demand. The Chinese officials are greatly disturbed but are powerless. While the foregoing demands were before the Chinese authorities for consideration, M. Plancon explicity assured his diplomatic colleagues in Peking that the only reason for the delay in restoring Newchwang to the Chinese Government was the organisation of the Sanitary Commission.

There has been considerable feeling among the British at the appointment of a Russian Customs Commissioner at Newchwang.

Mr. Townley, British Charge d'Affaires, strongly expressed to Sir Robert Hart the British view of the matter, but the revelation of Russia's determination to maintain control and close the open door makes the appointment of no importance.

During the King's stay in Lisbon some surprise, says a Lisbon letter, was caused by the arrest of Dom Alfonso's Italian chauffeur for being "suspected of Anarchist tendencies. But his extreme progressive tendencies were found to be purely mechanical.

In the title of the new musical comedy at the Lyric the word Girl is omitted. This plucky innovation is being intently watched by experts, who, however, doubt its feasibility.

Prince Alexander of Teck is reported to be cleaning out stables side by side with his troopers at Hampton Court. Obviously the cavalry regiment is no longer the dandified social club where hard work and efficiency are unknown.

A BOON TO MEN & WOMEN.

ATANK-NIGRAH PILLS.—A successful remedy based on most advanced and modern researches in the Ayurved, or Native Medical Science, for nervous diseases and physical debility, premature exhaustion and loss to vital energy with other allied affections.

A Pamphlet, containing Testimonials from Europeans, will be sent free of charge on application.

To be had of
VAIDYA SHASTRI MANISHANKAR GOVINDJI.
Atank-Nigrah Pharmacy,
KALKADEVI ROAD, BOMBAY.

THE "CANTYRISATION" OF CYCLISTS

POLICE RULES AND REGULATIONS.

The following Notification by the Commissioner of Police, Bombay, was issued some time ago and still remains in force:—

With the previous sanction of the Governor in Council the following rules have been made by the Commissioner of Police, Bombay, under clauses (b), (c), (d) and (e) of sub-section (I) of section 22 of the City of Bombay Police Act, 1903:—

SUB-SECTION (1),

CLAUSE (b).

1. All persons riding, driving vehicles, cycling or leading or accompanying cattle in, through or along a street shall, unless there be some reasonable cause for divergence, keep to the left side of such street.

2. No vehicle shall be driven or ridden in any street in such a way as to endanger the safety of, or cause obstruction or inconvenience to, the public.

3. Every driver of an automotor car or rider of a motor cycle in any street or public place shall when passing a horse or other animal (either led, driven or ridden) which appears to be restive or frightened thereby, proceed with special caution and at once, if required, slow down or stop altogether.

4. Every driver or rider of a vehicle pulling up in any street shall do so with care to prevent danger, obstruction or inconvenience to the public, and before pulling up shall give warning of his intention to do so to the drivers or riders of any vehicles that may be following in the same line of route by raising his hand or in some other sufficient manner.

5. Every driver of a vehicle intending to pull up shall do so at the extreme side of the street along which he is proceeding.

6. Every person driving an automotor car or riding a cycle of any description shall have ready and available for immediate use a suitable bell, whistle or horn in order to give clear and audible warning of his approach when about to pass any vehicle or foot-passenger and shall sound the same whenever expedient to prevent danger to any of the public.

7. Every driver or rider of a vehicle emerging from a cross street into a main street shall slow down and give way to any vehicle passing along such main street.

8. No person having the care of any vehicle shall be at such a distance from such vehicle as not to have complete control over any animal drawing the same.

9. No person shall drive, conduct or convey any elephant, camel or wild animal in, through or along any street except such streets and at such hours as the Commissioner of Police shall permit in writing.

10. No person shall drive or take cattle in droves through any street except between 9 p.m., and 9 a.m. and 12 noon, and 4 p.m., and such cattle shall be in charge of, and accompanied by such a sufficient number of attendants as may be necessary to keep them completely under control.

11. No person shall in any street expose for show, hire or sale any animal or vehicle or set out anything for sale in or upon any stall, foot-board, cask or basket so as to cause obstruction to traffic or inconvenience to the public.

12. No person shall leave any box, bale, package, or other thing in a street so as to cause obstruction to traffic or danger or inconvenience to the public.

13. No person shall occupy any portion of any street so as to cause obstruction to traffic or inconvenience to the public.

14. No person shall walk along the carriage way of any street wherein a side walk exists.

15. Every person riding, driving, cycling or walking or leading or accompanying cattle shall obey the directions of the Police posted or stationed at crossings or in any street or public place to regulate the public traffic.

CLAUSE (c).

1. No person shall wilfully cause any vehicle or cattle to be halted or remain standing in any street or public place so as to cause danger, obstruction or inconvenience to any of the public.

2. No person having charge of any vehicle halted in any street, or public place for the purpose of being unloaded or loaded with baggage, goods or merchandise shall cause or permit such vehicle to remain standing there any longer than may be reasonably necessary for the purpose of such unloading or loading.

3. Every vehicle when halted in any street for the purpose of being unloaded or loaded with baggage, goods or merchandise shall be drawn up by the person in charge thereof parallel to and alongside the side of the street and not athwart it or athwart a cross street.

4. No person shall allow any vehicle or cattle of which he is in charge to remain standing in or to halt at any part of a street or public place which the Commissioner of Police may have notified shall not be so used for the time being.

CLAUSE (D).

1. No person shall ride a cycle of any description in a street or public place between half an hour after sunset and half an hour before sunrise without a lighted lamp of suitable character and giving a sufficient illumination being fixed in front of such cycle.

2. No person shall drive any cart, carriage, van, dray, or truck, drawn by cattle or any automotor car in any street or public place between half an hour after sunset and half an hour before sunrise without two lighted lamps of suitable character, and illumination affixed thereto, one on either side of the front portion of such vehicle.

3. No person shall convey or cause to be conveyed, except at such hours and by such streets as shall be permitted by the Commissioner of Police, any timber or metal or other unwieldy article exceeding 20 feet in length or projecting more than two feet beyond the sides of the vehicle in which it is conveyed.

CLAUSE (E).

1. No funeral procession shall pass along Queen's Road between 4 p.m. and 8 p.m., or along any other street or during such hours as the Municipal Commissioner may from time to time prohibit under clause (e) of Section 441 of the City of Bombay Municipal Act, 1888.

It has been decided that promotion to the rank of General in the Indian Army will ordinarily be by seniority, and this rule will apply to the few remaining General Officers of the old Indian Army. Lieutenants-General and Generals of the old Indian Army List will, as at present, remain on the Active List until they attain the age of 67 years, or until they have been employed continuously for five years after promotion to Major-General whichever may happen first. General Officers of the Indian Army, as well as those of the old Indian Army, can now defer their election between employed pay and the new rates of half-pay, with the special conditions of retirement attaching to each, until the time comes for their transfer to the Unemployed Supernumerary List.

A few years ago, to the disgust of the Royal Regiment of Artillery, the Riding Establishment at Woolwich from time immemorial a Horse Artillery corps, was converted into a Field Artillery unit. The step was purely one of economy, saving the difference between the Horse and Field Artillery uniforms, and the trivial extra pay accruing to all ranks who wear "the jacket." This change was much protested against by the Horse Artillery, as a needless rooting up of old traditions and customs—and it had been the custom to offer smart subalterns, who were too junior for the jacket in a service battery, their jacket in the Riding Troops, transferring them later to a battery. Very much to the satisfaction of the habitues of Woolwich, an Order has appeared remustering the Riding Establishment once more as Horse Artillery, and appointing the officers serving in the establishment to their jacket. This reason for this change back has not been made known, but presumably Lord Robert, being a gunner, has realised the feeling on the subject, and considers that the corps in which most of the riding masters and roughriders in the Artillery are trained should belong most fitly to the Royal Horse Artillery.

HOW TO KEEP COOL.

We strongly recommend all who suffer from the heat to add a few drops of Condy's Fluid to the Daily Bath or Foot Bath.

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THE BAGHDAD RAILWAY QUESTION.

STATEMENT IN PARLIAMENT.

The position of the Baghdad Railwy scheme in relation to the question of British co-operation still remains involved in mystery. Reports come from various centres of projects—or even of actual agreements—for such co-operation, which are on the other hand denied.

Thus, on Wednesday, the Paris "New York Herald" published a telegram from its Berlin correspondent who stated that he was informed on Monday by the director of the Deutsche Bank that a deal had been consummated by which England took 25 per cent. of the Baghdad railway bonds, thus ensuring British participation in the enterprise: whereas in the House of Commons of Tuesday afternoon Mr. Balfour stated, in reply to Mr. Norman who asked whether arrangements had been concluded between the promoters of the Baghdad Railway and a British group of financiers to raise the share of capital allotted to this country:— "No, sir; there is no change at all since I spoke on the subject on the day the House separated for the Easter recess."

Last Friday the Brussels correspondent of the "Standard" alleged explicitly:—

The original stock of the Baghdad Railway Company will be completed in the following manner:—Three and a half millions are reserved to Germany, 3,500,000 to France, 3,500,000 to England, 1,500,000 to Belgium, 1,500,000 to Switzerland, 750,000 fr. to Holland. One-fourth of the first loan, which is to be issued shortly, is equally reserved to English subscribers. The total cost of the construction of the line to Koweit is estimated at 500,000,000 fr.

It is impossible to reconcile the various reports, and the inference is that they are being propagated from interested motives.

Meantime we make a selection of the more important statements and opinions which have appeared in the Press.

The "Times" of April 18 published the following suggestive note from "a correspondent":—

The chaotic condition of Turkey both in Europe and in Asia and the endless chain of intrigues enacting from the Persian Gulf to Constantinople make it difficult to decide which is the most important point to which attention should be directed. Meanwhile, leaving aside speculations regarding the punishment and compensations Russia will exact for the murder of M. Stchterbina, or the graver possibility of a renewal of the Russian attempt of 1877 on Constantinople, it is safe to say that the Baghdad Railway scheme is one of the chief causes of increased Russian activity around Turkey, as it involves the problem of cutting out the last remaining opening free from Russian control towards India.

It is probably the most important centre of Russia's policy and action just now; and the consequences of the Czar's domination of Northern Persia are making themselves rapidly felt.

Following out the system adopted in Turkish Armenia, Russian agents are spreading through Mesopotamia, occupied in studying the country, the roads, and the tribes. Armenia is sufficiently known now, an excellent political and military intelligence department being organised there, so that the agents are descending south to take up the work of investigation and organisation in the new territory where the Baghdad Railway is likely to pass. From her position in Northern Persia, Russia is admirably situated along that troubled line of frontier between Mesopotamia and Persia, an ideal frontier for the cultivation of intrigues and the raising of incidents. It is within easy striking distance of the Tigris Valley, and on the commencement of any complications with Turkey Russia could at once step across the frontier to Mosul or even descend further south to Baghdad itself. This is, in fact, the key of Russian action in Asiatic Turkey, where the energy and prestige of the Russian officials among these divided and scattered tribes enable them to carry on the work of mapping out the country under the impotent gaze of the Turks.

Long before the railway can be far advanced the Russians will have concentrated a strong military force within easy striking distance, waiting for the moment when the inevitable complications with the Sultan of Turkey will arise which could be transformed into the necessary pretext for seizing Mosul or Baghdad, and it is not going too far to say that Russia would be strongly tempted to provoke a conflict with Turkey rather than see her plan of railway monopoly from Europe to Asia broken down.

The secretary of the Ottoman Railway Company, in an interview with a "Central News" reporter on Monday, said that everything which had appeared relative to the new Baghdad Railway caused hesitation as to going on with the scheme. He was confident, however, that there must be some further action by the Government, and some further pronouncement on the matter by Mr. Balfour. England would have to see how far its engagement with Germany went. But what was the proposed railway going to do, and what was it for? No doubt the Persian Gulf was an important factor with this country politically, and that was, perhaps, one reason for the participation of England in the scheme. If the railway was really proceeded with, and if there was no question of money and no stoppage on that account, at least 300 miles a year ought to be built if the line was started from the Persian Gulf end and also from Konia. There were some difficulties in the way of construction, but nothing that engineering science could not overcome without trouble. The stiffest part of the work would be at the Taurus Mountains, and the work of carrying the line over that long range would be a serious business. The extension from Konia to the Persian Gulf would cover approximately 1,200 miles, and at the nearest point the new line would be 80 miles from the Ottoman Railway. The cost of construction would be about 20,000,000l., and the money would be found either in England or on the Continent. Until, however, something definite was announced by the Government as to their plans, England was working pretty much in the dark. An alliance with Germany in the matter was, perhaps, distasteful to the people of England at present, but there was really very little bitterness between the two nations, and, as was the case in former years, the feeling would again undergo a change.

The "Times" correspondent at Constantinople wrote on April 15:—

In reference to the announcement of the constitution, by a Franco-German syndicate, of the Baghdad Railway Company, it will be remembered that the participation of French capital in this undertaking was arranged nearly four years ago, fully six months before the signature of the preliminary convention of Dec. 23, 1899, by which the Anatolian Railway Company acquired, in principle, the right of extending their line to the Persian Gulf. This preliminary convention was superseded, on Jan. 26, 1902, by the concession which definitively gave to the German railway group the right to build and work a line between Konia and the Persian Gulf. A final understanding between the German and French capitalists represented respectively by the Deutsche Bank and the Imperial Ottoman Bank, was only established at the end of last February, when it was agreed that the two groups should have equal shares in the undertaking—namely, 40 per cent. each—and that the remaining 20 per cent. should be offered to Austrian, Belgian, and other continental capitalists.

In view, however, of difficulties that might possibly arise regarding the terminus on the Persian Gulf, the Germans thought it advisable to offer a participation to British capitalists, who accepted it in principle, but stipulated that the British share should be equal to that of the Germans and of the French. To this the Germans make no objection, and, if an agreement is established, the German, French, and British shares will be 30 per cent. each, leaving 10 per cent. for distribution among capitalists of other nationalities.

This is all fair enough as far as it goes, but the British element in the syndicate will be powerless to remove the disadvantage under which British trade labours, owing to the clause in the Haidar Pasha concession which provides that no quay dues shall be charged on "through" goods, which go through without breaking bulk. This is easy enough for German goods, which come down by the truckload over the Oriental Railway, and are ferried across to Haidar Pasha without being unloaded from the trucks which brought them, and which, being placed on the Anatolian line, take them on to their destination.

But this is impossible for British goods, which, arriving sea, have to be landed either by steamer or lighter at Haidar Pasha, paying quay dues according to the heavy scale imposed by the German company.

Unless a remedy be found for this evil, British merchandise will always be at a disadvantage as compared with that of Germany, notwithstanding equality in the British and German shares in the undertaking.

The Paris correspondent of the "Times" telegraphed on the 17th:—I have obtained the following account of the general views entertained here in those financial circles which take an interest in the Baghdad Railway scheme. My informant confirms the statement that, according to the agreement previously entered into by the persons of different nationalities who are to participate in the undertaking, the capital is to be provided in equal parts by French, German, and English promoters, a certain amount being reserved for the Anatolian Railway Company and for other countries, such as Switzerland, Austria, &c. He adds:—

From a financial point of view, the scheme is to be regarded as international, and there is no ground for describing it, as has been done, as a German concern, in which the Germans will maintain the entire control, and occupy a preponderant position. The board of directors, which will manage and control the railway, will be composed of an equal number of French, German, and English representatives. It is, therefore, difficult to see how the German element could secure the adoption by the board of its own ideas, if they were not in conformity with those of the French and English members.

The Baghdad Railway scheme is, above all, an industrial and financial undertaking. Its object is to promote the political and economic interests of Turkey and the Turkish Government, which have made necessary sacrifices for its realisation. It is obvious that the construction of this line is of such a nature as to introduce numerous modifications into the country which it crosses, inasmuch as it will place the Turkish Government in close contact with provinces over which it has had up to the present no means of control and that in case of mobilisation it will enable the Ottoman authorities to transport troops from one end of the empire to the other.

A reference to the history of almost all the Turkish railways, with the exception of the mainly strategic line from Constantinople to Salonica, will suffice to disprove the contention that the proposed line is of no value from a commercial standpoint. All the Turkish railways, whether built with French, German, or English capital, began with insignificant receipts, as they passed through districts where cultivation and commerce were still in a rudimentary stage. Gradually, however, those means of communication have developed the commercial and industrial activity of the country, as is evident to-day, not only from the railway receipts, but from a considerable increase of the taxes raised in those regions. There is no reason why the Baghdad Railway should not produce similar results, and why a region, which was formerly noted for its fertility, should not be gradually developed by the opening up of new communications.

It is manifestly in the interest of Europe to connect the Bosphorus with the Persian Gulf by a line of railway which would constitute the shortest route to India, and which could not fail to promote the commerce of all nations. An enterprise of this importance could not be realised without international co-operation. From the very beginning French financiers have considered that they ought to participate in this great work on the same terms as the Germans. The French group have accordingly promised the assistance of French capital. In doing so they have acted entirely upon their own initiative, and have demanded no special support from the Government beyond that accorded to all French citizens and French enterprises in foreign countries. The international character of the project is not confined to its financial side, but extends to the construction of the line. This work will be carried out by a company constituted in the same way as the Societe Ottomane du Chemin de Fer, so far as its international elements are concerned. Capital will be furnished by the same countries and in the same proportions. The board of directors will be composed of French, English, and German members, and, to clearly mark its international character, the head office will be established in Switzerland, a neutral country.

The "Eclair," an organ of the Opposition, which is usually well informed on foreign and colonial affairs, publishes some interesting and significant remarks on this scheme. It dwells upon the vigorous resistance which is being offered to it by the English Press, and says that it has itself pointed out from the very beginning that the scheme has far more of a political than an economic character, and is destined to promote exclusively German interests. For that reason the "Eclair" considers that it would be folly on the part of Frenchmen to furnish their German rivals with the means of carrying into execution a scheme which they are too poor to realise out of their own resources. If England, it says, has an obligation to discharge to Germany, France has not.

It is also significant that the influential Paris financial journal "L'Information" should reproduce in extenso the leading article in the "Times" of Tuesday last emphasising certain objections presented by the project from an English point of view.

Paris, April 17 (Reuter).—M. Grosjean, a deputy representing a Paris constituency, has written to M. Delcasse, Minister for Foreign Affairs, giving notice of his intention to bring forward an interpellation in the Chamber with regard to the support given by the French Foreign Office to the Baghdad Railway scheme.

The Berlin correspondent of the "Times" wrote on April 21:— It has been asserted that the Baghdad Railway might easily be built without the participation of British capital. However this may be, there can be no doubt that it would be impracticable to essay the enterprise with the aid of German capital alone. The length of the railway will be about 2,300 kilometres, and its estimated cost will be 20,000,000l. As the "Cologne Gazette" admits, it was from the first the view of competent parties that the enterprise could only be rendered possible by the cooperation of the international financial world. The late Georg von Siemens always kept this aim in view, and it was not his fault that London held back. His successor at the Deutsche Bank, Herr Gwinner, has been guided by the same considerations.

In an interesting article on the subject of the railway, the Rhenish organ disavows all desire on the part of Germany, or of the German promoters of the enterprise, to couple political projects with the realisation of the scheme. It is true that the German Embassy in Constantinople gave its support to the plans of the Anatolian Railway Company, but in Turkey it is the rule that the private interests of foreigners almost invariably require to be backed by diplomacy. The French Embassy advocated the Salonica-Dedeagatch and Smyrna-Kassaba lines; the British Embassy supported the line from Smyrna to Aidin; and the Austrian Embassy has always maintained the interests of the Oriental railways. It is further pointed out that on the existing Anatolian line the majority of the employes are not of German nationality and that knowledge of the French language is much more useful in the service of the railway than an acquaintance with German. It is true that the director of construction on the section between Ismid and Angora was a German, as were the chief engineer and several other officials; but a majority of their colleagues were of other nationalities. A portion of the Anatolian Railway system was built by a French company, the Regie Generale of Count Vitalis.

If I remember rightly, the "Cologne Gazette" itself on one occasion published an article which spoke of the prospects of German colonisation along the route, but it now discourages all projects of that kind as calculated to hamper the enterprise and to alarm the Turks. The late Herr von Siemens himself complained that the most serious enemies of the Baghdad Railway scheme were to be found in Germany in the persons of Pan-Germans and others, who revelled in imaginative schemes of German immigration into Anatolia and Mesopotamia. Some of their lucubrations were translated into Turkish and disseminated in Constantinople by the opponents of the railway. All this may be true, but it does not militate against the probability that the political aspects of the railway will one day become very prominent, and that they will involve complications with Russia which would offer opportunities of a character more advantageous for German diplomacy than for British. I have good reasons for believing that Herr von Siemens foresaw these complications; but like many German Liberals he was in the habit of representing German and British interests as identical in their opposition to Russia—a view which Englishmen now know to be an entire delusion. British policy will be reckoning without its host if it does not take into account the probability of an attempt to persuade Russia that her interests will be indirectly served by the construction of the Baghdad Railway, even if Russian capital does not participate. The comedy of Manchuria is sure to be repeated in a Persian version, and the security of the Turkish territory through which the line passes will be purchased, if possible, by an expression of entire sympathy with Russian expansion in Persia.

The proceedings in the House of Commons and the comments of the British Press appear to have made upon the "Cologne Gazette" the impression that British participation in "this great pacific enterprise" is slowly recommending itself to the public in England. The Rhenish organ is apparently able to confirm the statement that on the board of the Baghdad Railway Company, British, French, and German finance will each be represented by eight members, while the Anatolian Railway will have three representatives, Austria-Hungary one, and Switzerland two. The same journal thinks that the arrangement by which England, France, and Germany would each contribute 25 per cent. of the capital, Switzerland 10, Austria five, and the Anatolian Railway Company 10 per cent, would be entirely fair. The article concludes as follows:—"There has been a good deal of talk about agreements among the Powers with reference to this matter, but it must be pointed out that the German Imperial Government has no reason and no right to meddle with a private enterprise in a foreign State. The only object in view is to make room for everybody, any kind of German political activity is out of the question, and this disposes of the numerous fanciful theories which have been elaborated."

It is stated that the construction of the first section of the Baghdad Railway, from Konia to Eregli, will be definitely begun in June, with the object of completing this section next year. The work that is at present in progress is merely of a preparatory character, as the plans have still to be drawn and submitted to the Turkish Ministry of Public Works.

The Berlin correspondent of the "Times" wrote on April 22:—The reference in the leading article of the "Times" on the position of England in Asia to the political consequences which must result from the creation of German commerical interests in Mesopotamia are not at all to the taste of the North-German Gazette. The semi-official organ says: "The manner in which Germany is dragged into this discussion is characteristic of the anti-German feeling with which the 'Times' is so strongly animated that it can scarcely deal with any political question without giving reins to its sentiments against Germany. It would be both superfluous and useless to disprove in detail the arguments made about Germany—superfluous for anyone who has a real knowledge of the situation, useless as regards those who absolutely refuse to allow themselves to be informed on this head.

In this connection it may be pointed out that while semi-official and other German journals have sung the praises of the Baghdad Railway from many points of view not one of them has ever adduced a single argument to show that the scheme as conceived in Germany is consistent with British interests in the Persian Gulf. The other day one journal suggested that the British Navy could continue to safeguard those interests. The suggestion itself implied that the whole situation would be changed by the realisation of the Baghdad Railway Company's projects since at present British interests in the Gulf are concerned with territorial rights as well as with the freedom of navigation. For the rest it was Lord Curzon himself who dragged in Germany and described her as one of the new factors in Asiatic politics.

LETTER FROM SIR THOMAS SUTHERLAND.

The following appears in the "Times":—Sir,—As I find that a very casual remark of mine as to the possible influence of the Baghdad Railway scheme on the business of the P. and O. Company has obtained currency in the Press, perhaps you will allow me to make one or two observations on this topic inasmuch as the question of the future mail route to India and the Far East generally may be deemed a matter of national concern.

I am bold enough to conceive that when this proposed railway is made the sea route will still be the mail route to the East. The presumption which has been set forth as to the saving to be effected by this land line rests apparently on the assumption that 10 years hence the mail transit by sea will be exactly what it is to-day, according to the present postal time-table—namely, 14 days and 14 hours. But I would point out that all mail contracts with which the P. and O. Company are concerned are based on the performance of the slowest and not of the fastest ships employed, and the postal table does not do justice to the service which is actually carried out. The latest steamers perform the work regularly in a little over 13 days, and, at the same time, they have not infrequently to be slowed down so as not to arrive at an inconvenient hour for the transaction of business and the landing of passengers. The service now performed is, therefore, superior to that required by the mail contract. And the fact may be recalled that, within the last 20 years or thereabout, a week has been knocked off the transit of the mails to the East. It rests chiefly with the British Government to decide whether the progress and improvement in the over-sea service are to be maintained and increased.

If the Baghdad Railway were to run a daily fast service to India letters would, of course, be sent that way. But it is as certain as anything can well be that unless the British Government should subsidise this route at a heavy cost, its service will not within the life of those now concerned, be more than a weekly service, and in all probability a less effective service than that of the over-sea and Brindisi route as far as the greater part of India is concerned. For, as shown by your correspondent "India Mail," Kurrachee will not serve as a substitute for Bombay in the itinerary of the Indian mail service.

It will hardly be denied that the maintenance of our over-sea services under the English flag is not merely a postal matter, but is one which involves imperial considerations of the highest moment. Seeing that the Governments of France and Germany, not to speak of lesser Powers find it to their advantage to maintain postal communications with the East by means of mail steamers of an imposing type, it is hardly possible to imagine that Great Britain, with her vast political and commercial interests in the East can ever allow her mail communications to fall into foreign hands. The over-sea postal service of this country will, therefore, I believe, remain and will continue to improve in point of acceleration, if the needful encouragement is given for that purpose. Assuming this to be the case, I feel very confident that even when the Baghdad Railway is made 10 or 15 years hence, Great Britain will not find it advantageous to transfer the mail service from her own flag to a foreign railway.

For, whatever we may be told, this railway will be a foreign concern, opposing rather than assisting the interests of this country. Not a package of English goods will be sent to India by it, and very few English passengers will care to undertake a 12 days' journey by rail, partly, at all events, through one of the hottest regions on the face of the earth. The P. and O. Company find it almost impossible nowadays to persuade passengers to use the Brindisi route, because it involves a longer land journey than that via Marseilles, although the expense is identical. The fact is that, since steamers of the size now running have been in existence, a sea voyage is no longer dreaded, and the Bay of Biscay has ceased to be a name of terror even to the most timid travellers. Doubtless a certain number of people may find their way to India by the Baghdad route from Central Europe and for the most part they will make their return journey by sea. While, therefore, I know nothing as to the prospect of this undertaking from the point of view of its possible local development, I have no hesitation in saying that, as far as the commerce of this country is concerned, Great Britain has no interest whatever in the scheme.

I have read somewhere that it is the duty of our Government to concern themselves in this enterprise so as to avoid the error we committed in not giving encouragement to the creation of the Suez Canal, but I can see no parallel between the two cases. We opposed the construction of the canal being influenced almost entirely by motives of a political character. But there is an immense difference between opposing and undertaking by every method of diplomatic pressure, and, on the other hand, becoming parties to a scheme in which it cannot be shown that we have any adequate interest, a foreign scheme which cannot be considered likely to advance either commerce or the security of this country in the East. And there is no little reason to apprehend serious complications in connection with a co-partnery of this kind. While, therefore, we may not be called upon to oppose this scheme, no case has been made out, to the satisfaction of the man in the street, for giving it either moral or material assistance.

We can protect our interests in the Persian Gulf without committing ourselves to an international partnership involving considerable risks and devoid of any prima facie advantage, an association in which not we, but another nationality, would be the ruling power.—I am, Sir, your obedient servant,

THOS. SUTHERLAND.

P. and O. Steam Navigation Company,
122, Leadenhall Street, E. C., April 21.

STATEMENT IN THE COMMONS.

In the Commons, on Thursday, April 23, Mr. Gibson Bowles asked the First Lord of the Treasury whether his Majesty's Government had considered that by Article VIII, of the Decree of Moharrem (Dec 8, 1881) any surplus arising from a modification in the Turkish Customs tariff in case of revision of the treaties of commerce was ceded by the Turkish Government for the service of the Turkish Debt in an absolute and irrevocable manner until the complete extinction of the said debt; and, in view of that cession, could he state how any part of any sums arising from an increase of Turkish Customs duties could be applied towards the provision of payments for the kilometric guarantee proposed to be given to the Baghdad Railway, or be in any other way used in guaranteeing that railway.

Mr. Balfour: A modification of the terms of Article VIII. would be necessary in order that any part of the surplus arising from an increase of the Customs duties might be applied to purposes other than the service of the Turkish Debt. The consent of the Council of the Ottoman Public Debt, who represent the bondholders, would be necessary for any such arrangement.

Mr. Gibson Bowles asked the First Lord of the Treasury whether his Majesty's Government were aware that on January 31, 1902, the directors of the Anatolian Society which had the concession for the construction of the Konia-Baghdad-Basra Railway proposed, by a written communication to the Turkish Government, that the desired kilometric guarantee for the railway of 1,400,000l. should be secured on an increase of the Turkish Customs duties, on the creation of five monopolies of petroleum, alcohol, matches, cards, and cigarette paper, and on an arrangement for the unification of the Turkish debt; would these monopolies render necessary the prohibition of import into Turkey of, or the imposition of prohibitive duties on, the five articles named; were his Majesty's Government consulted as to this proposal; had they received a copy of the communication in question; and, if so, would they lay it on the table of the House.

Mr. Balfour: His Majesty's Government have not been informed of the communication to which my hon. friend refers, nor have they been consulted as to the proposal contained in it.

Mr. Gibson Bowles: Have the Government not received any information on this matter from the Ambassador at Constantinople?

Mr. Balfour: I understand that we have no such communication from the Ambassador to place before the House.

Mr. Norman asked the First Lord of the Treasury if he would state whom the British Government had negotiated with, or been in communication with, or derived its information from, in the matter of the Baghdad Railway; and whether he would state who were the members of the British group of financiers interested in the proposal to provide part of the capital of the Baghdad Railway.

Mr. Balfour: The answer to these questions is in the negative.

Mr. Gibson Bowles asked the First Lord of the Treasury whether his Majesty's Government had received a copy of the Turkish Convention relating to the Anatolian Railway Company (Baghdad line) quoted by Mr. Vice-Consul Waugh in his report dated March 9, 1903, as showing that the entire management of the line from Konia to the Persian Gulf is secured in German hands, independent of the nationality of the capital which might be raised to build the line; and, if so, when was it proposed to lay it upon the table of the House.

Mr. Balfour: A copy of the convention between the Turkish Government and the Anatolian Railway Company, to which my hon. friend refers, is in our possession. This convention, a summary of which was published in the "Times" of yesterday, leaves the whole scheme of railway development through Asia Minor to the Pesian Gulf entirely in the hands of a company under German control. To such a convention we have never been asked to assent, and we could not in any case be a party to it. (Loud cheers.) The alternative arrangements which have lately been under our consideration were, on the contrary, designed to place the railway, including the existing Anatolian Railway, throughout its whole length from sea to sea, under international control, and to prevent the possibility of preferential treatment for the goods or subjects of any one country. In these arrangements it was suggested inter alia, that equal powers of control, construction and management should be given to German, French, and English interests. After careful consideration of these proposals his Majesty's Government have come to the conclusion that they do not give to this country sufficient security for the application of the principles above referred to—(cheers)—and they have therefore intimated that they are unable to give the suggested assurances with regard to the policy which they might hereafter adopt as to the conveyance of the Indian mails by the projected route, as to facilities at Koweit, or as to the appropriation of a part of the Turkish Customs revenue in aid of the contemplated guarantee. (Loud cheers.)

Mr. Gibson Bowles: I am obliged to the right hon gentleman for his answer, and I congratulate the Government on their decision. (Cheers.)

Mr. Balfour's statement in the House diminishes the interest of the telegrams in this morning's (April 24) papers with regard to the question. But to the statement may be added the following which the "Times" prints from its Berlin correspondent, who wrote last night:—

It is semi-officially announced here that the negotiations for British participation in the Baghdad Railway have for the present been broken off, since the English syndicate of financiers who had entertained the project have been unable to obtain the assent of the British Government to the fulfilment of the conditions laid down by the German syndicate.

These conditions were (1) that the British Government should give its benevolent support to the plan of supplying, by means of a moderate increase in the Turkish Customs tariff, the guarantee for the continuation of the railway beyond the first section; (2) that the British Government should hold out the prospect of despatching the Indian mails by the Baghdad Railway if it should turn out to be the best route; and (3) that the British Government should use its good offices in order to facilitate the acquisition of a suitable terminus for the railway on the Persian Gulf at Koweit.

If the Berlin semi-official announcement is confirmed it may be anticipated that in this country there will be a chorus of condolences with England for having neglected an opportunity of securing her own interests by means of private financial participation and official patronage of the German scheme. It is even possible that the project of placing the terminus of the railway in Persian territory will be mooted. It may be assumed, however, that the final overtures to England have not yet been made, and that from time to time attention will be called to the somewhat remote advantages which the scheme is supposed to offer. Should the British rejection be final it is an event which may lead to an attempt to bring the whole Persian Question as well as the future of the Gulf and of Mesopotamia as a commercial sphere into the arena of actual politics. It is the method of those who have been backing the railway to put pressure on one Power by encouraging the aspiration of others.

The only journal which comments on the news this evening is the "Borsen Courier," which thinks that "the unfavourable opinions on the Baghdad Railway scheme expressed by a section of the British Press have not been without influence on the attitude of the British Government. . . . The carrying out of this great undertaking may certainly be rendered more difficult by the opposition of the British Government, but it cannot be prevented. For the moment, however, there is no need to abandon the hope that the British Government will ultimately think better of their present opposition, and will render it possible for English capital to take part in the enterprise."

THE WEATHER.

Observations taken at 5 A.M. on Saturday, the 9th May.

SUMMARY.

Pressure has decreased briskly in Sind, Rajputana, Cutch and Kathiawar and at Sirsa, Delhi, Allahabad Neemuch and Secunderabad and has been steady or has changed slightly elsewhere.

Winds are north-westerly to south-westerly at most stations and the force has been strong at Jamnagar and fresh to light in other places.

Temperature.—The maximum temperature is from 6° to 9° in excess of normal at Bhavnagar, Khandwa and Bijapur and the minimum from 4° to 6° at Ajmere, Neemuch, Hoshangabad, Khandwa, Akola Sholapur and Secunderabad. The maximum varied from 114° at Jacobabad to 86° at Colombo and the minimum from 68° at Belgaum to 85° at Khandwa and Akola.

Cloud and Humidity.—The sky is cloudy to overcast in several places. Humidity has increased considerably at Calicut, Mangalore, Bijapur, Surat, Amraoti and Deesa.

Rain in light to moderate showers fell at Colombo, Coimbatore, Calicut and Mangalore.

Weather continues fine but skies still remain more or less cloudy in the south. There have been thunderstorms on the Malabar Coast, and the sea is rough at Colombo.

E. A. KENYON,
Meteorological Reporter for Western India.

METEOROLOGICAL OBSERVATIONS.
GOVERNMENT OBSERVATORY, COLABA.

Bombay, 8th May, 1903.

Means of observations taken at 6 a.m., 10 a.m., 2 p.m. 4 p.m., and 10 p.m.

Barometer corrected 32 deg. Fah. ... inches	29·767
Temperature of the Air ... degrees	85·9
Wet Bulb thermometer ...	79·2
Dew Point ...	77·1
Relative humidity of Air ...	0·754
Extent of cloudy sky (the whole sky clouded=10) ...	0·2
Maximum temperature of air (read at 8 a.m.) next day ... degrees	90·3
Minimum do. do. (read at 8 a.m.) ...	80·2
General Directions of wind.* ...	W, SSW, W, WNW.
Movement of Wind in 24 hours* ... miles	198

*From midnight to midnight.

N. A. F. MOOS,
Director, Government Observatory.

THERMOMETER READINGS.

SATURDAY NIGHT—MAY 9.

10 p.m. ...	82·5

SUNDAY—MAY 10.

8 a.m. ...	80·1
10 a.m. ...	85·6
2 p.m. ...	85·5
4 p.m. ...	87·4

THE BAGHDAD RAILWAY.

STATUTES OF THE NEW COMPANY.

We have received from Herr A. Gwinner, of the Deutsche Bank, Berlin, who, according to a statement recently published in Berlin, is to be the president of the imperial Ottoman Baghdad Railway Company, the text of the Convention signed at Constantinople on March 5, 1903, by Zihni Pasha, Ottoman Minister of Commerce and Public Works, and by Dr. Gwinner and the Director-General and Assistant-Director General of the Anatolian Railway Company, together with the text of the "cahier des charges" and of the statutes of the new company, bearing the same date and the same signatures.

The following are the most salient points of these documents:—

By Article I. of the Convention the Ottoman Government grants a concession to the Anatolian Railway Company for the construction and working of a prolongation of the Konia line (Anatolian Railway) to Baghdad and Basra, passing through, or as near as possible to, the towns of Karaman, Eregli, Kardash-Beli, Adana, Haminieh, Osmanieh, Bagtcheh, Kazanali, Killis, Tell-Habesh, Harran, Ras-ul-Ain, Nusibin, Avniat, Mosul, Tekrit, Sadijeh, Baghdad, Kerbela, Nedjef, Zubeir, and Basra; as well as of branch line (1) from Tell—Habesh to Aleppo, (2) from a point to be hereafter determined to Urfa, (3) from Sadijeh to Khanikin, (4) from Zubeir to a point on the Persian Gulf to be determined by common accord between the Ottoman Government and the concessionaire.

Article II.—The concession is for 99 years, that term to run for each section from the date when State bonds shall have been issued by the Ottoman Government under Article 35 of the present Convention. The Anatolian Railway's concession is also extended so as to run for the same period as the new company's.

Article III. regulates the division of the new line into sections each of approximately 200 kilometres length.

Article IV. binds the concessionaire to begin work on the first section within three months from approval of plans and to complete it within two years. The whole line and its branches are to be completed within eight years, subject, however, to any delay on the part of the Ottoman Government in carrying out Article 35, or to delays arising out of force majeure, such as a war between European Powers or a radical change in the financial situation of England, Germany, or France.

Article V. provides for the control to be exercised by the Ottoman Ministry of Public works.

Article VI. deals with rights of expropriation and other rights to be enjoyed by the concessionaire within a zone of 15 kilometres on either side of the railway.

Article VII. stipulates that the railway should be built in the first instance for a single line, a second line to be laid when the gross kilometric receipts shall reach the sum of 30,000f. per annum.

Article VIII. provides freedom from taxation for construction materials, rolling stock, &c.; and also for coal until the gross kilometric receipts reach 15,500f. per annum. It also provides for the constitution of an Ottoman Joint Stock Company under the name of Imperial Ottoman Baghdad Railway Company, which shall take the place of the Anatolian Railway Company in all that concerns the new line from Konia to the Persian Gulf, with its branches. The Anatolian Railway Company and the new company are reciprocally bound not to transfer their lines to any third party.

Article IX. allows the company during construction to acquire and use steam and sailing vessels and other boats on the Shatt-el-Arab, the Tigris, and the Euphrates for the transport of materials and other requirements.

Article XI. gives the concessionaire the right to open successive sections of not less than 40 kilometres, upon completion, to traffic.

Article XII. whilst safeguarding the rights of the Damascus-Hamah Railway Company in the event of a connexion being established between the new line with its branches and a point on the Mediterranean between Mersina and Tripoli Syria, secures to the new company the refusal of the concession for the establishment of such connexion.

Article XVIII. binds the company to deposit caution money to the value of £T30,000.

Article XIX. lays down terms on which the Ottoman Government may resume possession of the lines from Konia to Basra and branches before the expiry of the concession, and Article XX sets forth the reversionary rights of the Ottoman Government at the expiry of the concession.

Article XXI. stipulates that, five years after the opening of each section, the executive staff, with the exception of the superior employes, shall consist of Ottoman subjects.

Article XXII. gives the concessionaire mining and forest right, within a zone of 20 kilometres on either side of the railway.

Article XXIII. gives the concessionaire the right to establish ports at Baghdad, Basra, and the terminus of the Zubeir branch (on the Persian Gulf).

Article XXVI. establishes the right of the Ottoman Government to erect at its own cost intrenchments and defensive works at any point it may think fit on the main line and its branches.

Article XXIX. forbids the working of any section of the line between Basra and Baghdad that may have been built before completion of the main line from Konia to Baghdad.

Article XXXIV. subjects the company, as an Ottoman company, to Ottoman law in all differences either with the Ottoman Government or with third parties.

Article XXXV.—The Ottoman Government guarantees to the concessionaire an annuity of 11,000f. per kilometer built and worked, and a round sum of 4,500f. per annum and per kilometer for working expenses, and provides the mode of payment of these annuities. For the first section of 200 kilometres beyond Konia the nominal amount of bonds to be issued is fixed at 54,000,000f. The annuity of 4,500f. per kilometre for working expenses, which is to be reduced when the gross kilometre receipts reach a given amount, is guaranteed on the surplus of the guarantees already appropriated to the Anatolian Railway Company. The Baghdad Railway, on the other hand, pledges to the bondholders of the state loan the whole line from Konia to the Persian Gulf, with its branches and rolling stock, and its share of the net receipts; but the bondholders will have no right to interfere in the administration of the company.

Article XXXVII.—The concessionaire undertakes the execution and cost of all improvements on the Anatolian Railway Company's lines required for the introduction of an express train service up to a sum of 8,000,000f., in return for an annuity from the Ottoman Government of 350,000f., for interest and sinking fund in respect of the 8,000,000f. and a second annuity of 350,000f for the express train service, as soon as the main line shall have reached Aleppo.

Article XXXVIII.—The concessionaire undertakes, to be established on the same terms, to build and to work, if required by the Ottoman Government, a branch line to Diarbekr and Kharput.

Article XXXIX.—Aleppo is to be the starting point of the proposed junction with the Damascus-Hamah line.

Article XL deals with accountancy. The Ottoman Government will inform the administration of the Public Debt, within two months of the presentation of accounts, of the amounts due to the company for immediate payment.

Article XLI.—The concessionaire may at his own cost build a tramway line between Hamidieh and the port of Kostambul for the transport of materials during construction.

Article XLV.—The concessionaire will establish, and defray the cost of establishing, up to a sum of 4,000,000f., the military posts recognized to be necessary by the Ottoman Ministry of War.

In the "cahier des charges" it is provided by Article 11 that the metallic bridges shall be calculated in accordance with the last circular of the Prussian or French Minister of Public Works, and that the rails, sleepers, &c., shall be of the type adopted by the Prussian State railways. Article 30 provides for a daily service of ordinary trains in both directions, for one weekly, direct express train between Haidar Pasha and Aleppo, and for one fortnightly express train to and from the Persian Gulf, with a speed of 45 kilometres an hour for the first five years after the whole main line has begun to work, and afterwards of 60 kilometres per hour.

The statutes provide for the constitution of the new company, with its seat in Constantinople. Article 5 states that the Anatolian Railway Company transfers to the new company the concession granted to it under the above Convention, with all rights, privileges &c. The Anatolian Railway Company nevertheless preserves for its own exclusive benefit all rights and obligations concerning the old railway lines, as well as those which it derives from articles II., XXXIII., and XXXVII of the above Convention.

Under Article 6 the initial share capital of the company is fixed at 15,000,000f. The Anatolian Railway Company shall subscribe 10 per cent. of the share capital, and shall not alienate its holding without the consent of the Ottoman Government. The Ottoman Government shall also have the right to subscribe up to 10 per cent. of the share capital.

Article 12 states that the company will be administered by a council of administration consisting of 11 members, three of whom shall be nominated by the Anatolian Railway Company. The others will be appointed by the general assembly. Three members shall be Ottoman subjects.

Under Article 22 the council has the most extended powers for administering the property and affairs of the company, except transiger et compromettre.

Article 29 provides that the general meetings of the company are to be held in the first half of each year. The majority shall decide.

Article 41 provides that the council of administration may, at any time, and for whatsoever cause, propose to any general meeting convoked ad hoc the prorogation, dissolution, and liquidation of the company, as well as its amalgamation with other companies; but neither prorogation nor amalgamation can take place without the authorization of the Ottoman Government.

THE KING'S CRUISE.

Last mail brought particulars of the King's arrival and reception at Malta on the preceding day. On Friday evening, April 17, the "Times" correspondent telegraphed:—

King Edward has had another busy day. After witnessing this morning a parade of the troops of the garrison at Marsa, where the proceedings were somewhat spoiled by a sandstorm, King Edward returned to Valetta and visited St. John's Cathedral where he was received by the Bishop and Chapter. He was enthusiastically greeted by the crowds of people who had taken up their position along the route, which was lined with bluejackets. From the church the King drove to Admiralty House to lunch with Admiral Sir C. E. and Lady Domvile, receiving on the way another popular demonstration. The luncheon party included General Sir C. M. Clarke, Rear-Admiral the Hon. H. Lambton Sir Francis Laking, the Chevalier de Martino, Mrs. Hammet, Baroness Inguanez, Lady Adelaide and Capt. the Hon. S. C. J. Colville, Major-Gen. and Mrs. O'Callaghan, Capt. and Mrs. Hamilton, Miss Domvile, Miss Howard, and Col. McKean.

After luncheon King Edward returned to Marsa to witness a polo match between teams representing the Navy and Army. From Marsa his Majesty returned late in the afternoon to the Victoria and Albert, between which and the Custom House the flotilla of torpedo-boat destroyers formed a lighted avenue.

In the evening the King attended an official dinner at the palace, at which there were present, in addition to the Governor and his Majesty's suite, Major Butcher, Col. Biancardi, the Bishop of Malta, Admiral Sir C. E. Domvile, Flag-Lieut. Innes, Rear Admiral Hammet, Flag Lieut. Henniker-Heaton, Major Gen. R. B. Lane, Capt. Murray, the Bishop of Mackenzie River, Sir Joseph Carbone, Mr. Merewether, Mr. Fuller, Baron Testaferrata-bela, Count Messina, Rear-Admirals Custance and Sir Baldwin Walker, Major-Gen. O'Callaghan, Col Farrant, Capt. the Hon S. C. J. Colville, and Cap. Theokaris; of the Greek warship Hydra.

Illuminations were general ashore and afloat, and another brilliant day was brought to a close with a magnificent display of fireworks. A new avenue has been named after the King.

The King was unable on Saturday to review the sailors from the Mediterranean Fleet at Malta, and to lay the foundation stone of the new breakwater owing to the prevalence of a heavy westerly gale. Both ceremonies were, therefore, postponed. A water carnival had also to be deferred.

The King remained on board his yacht during the morning and also lunched on board. His Majesty landed informally in the afternoon and visited St. Paul's English Church, built by Queen Adelaide, looked in at the Union Club, the Engineer and Artillery mess, at the Castile, and drove about the town in civilian dress, being acclaimed everywhere. In the evening the King dined on board the flagship Bulwark. There were present: his Majesty's Staff, the Hon. Charles Hardinge, Sir Stanley Clarke, Rear-Admiral the Hon. H. Lambton, Capt. Ponsonby, Sir Francis Laking, the Chevalier de Martino, the Admiral's Staff, Capts. the Hon. S. C. J. Colville and Hamilton, Secretary Krabbe, and Flag-Lieut. Innes, and the following guests:—The Governor, Rear-Admirals Custance, Hammet, and Sir Balwin Walker, Capts. Winsl.e, Chisholm-Batten, Henderson, Kirby, Goodrich, Login, R. C. Prothero, Stuart, Folley, Jackson, Sawle, Patey and Cradock, Deputy-Insp.-Gen. Cox, Engineer-Capt. Wishart, Chaplain the Rev. Walter Francis, and Capt. Theokaris, of the Greek warship Hydra. The King afterwards honoured a smoking concert given by the officers with his presence.

Malta, April 18 (Reuter).—The King has conferred the G. C. V. O. upon General Sir C. Mansfield Clarke and Admiral Sir Compton Domvile; the Lieutenant-Governor (Mr. E. M. Merewether). Major-Gen. Lane, Major-Gen. O'Callaghan, Rear-Admiral Hammet, Rear-Admiral Custance, the captains of the escort—namely, Capt. Sawle of the cruiser Aboukir, Capt. Cradock of the cruiser Bacchante, Capt. Warren of the cruiser Vindictive, Capt. Sturdee of the cruiser Minerva, and Capt. Slade of the cruiser Dido—have received the C.V.O.; and Col. Viancardi, Major Butcher, and Capt. La Primaudaye the M. V. O.

April 19.—The King this morning attended Divine Service on board the Victoria and Albert, and in the afternoon his Majesty drove to the Palace of Sant' Antonio, returning to his yacht shortly after seven o'clock.

On Saturday evening a son of the King of Siam, who is a midshipman on board the battleship Implacable, was presented to King Edward, who conversed for some time with the young prince.

REVIEW OF THE NAVAL BRIGADE.

A Reuter despatch from Malta (April 20) says:—The review which was held on the Marsa at 10·30 this morning was favoured with perfect weather, the wind having completely dropped. There was no dust. His Majesty landed at 20 minutes past 10 and drove, with his usual mounted escort, to the Marsa, accompanied by the Governor, Rear-Admiral the Hon. H. Lambton, and the members of the royal suite. The King, who looked in excellent health and much bronzed, wore undress admiral's uniform. His Majesty was enthusiastically cheered at all parts of the route, and on his arrival on the ground by large and orderly crowds. The force, which paraded under the command of Rear-Admiral Custance, was 8,000 strong. The large attendance of spectators included many ladies and officers, the latter in full uniform. Prominent in the officers' enclosure were the officers of the Greek battleship Hydra.

Immediately after the Royal salute had been given and the parade inspected, the march-past began to the time of "A life on the Ocean Wave." The review lasted just 50 minutes. Sir C. Mansfield Clarke, the Governor, and Admiral Sir Compton Domvile were in close attendance on his Majesty. Rear-Admiral Custance, Flag-Capt. Cradock, and his flag-lieutenant were on horseback, while midshipmen on bicycles acted as orderlies. The Bacchante's pet donkey marched in front of the men. Marines, nearly 1,500 strong, brought up the rear.

At the conclusion of the march-past the entire force, at the word of command, gave three cheers for the King. Then his Majesty descended from the dais on which he had stood throughout, and expressed to Rear-Admiral Custance his admiration at the appearance and work of the men under his orders, and commanded him to communicate this to the forces.

This afternoon the King laid the first stone of the new breakwater at the entrance to the Grand Harbour in the presence of a distinguished and representative gathering including all the high naval and military officials of Malta, the American, Russian, Portuguese, German, Austro-Hungarian, and Greek Consuls, the captain and officers of the Greek battleship Hydra and a number of ladies.

The King, who was wearing admiral's full dress uniform, arrived at four o'clock from the Victoria and Albert in the Royal barge, and was received by Sir C. Mansfield Clarke and Admiral Sir Compton Domvile. Rear-Admiral Hammet, superintendent of the Dockyard, read an inscription on vellum, which was then placed in a bronze casket together with some coins, photographs, and copies of the local newspapers. The King locked the casket and handed the key to Rear Admiral Hammet. His Majesty then performed the ceremony, saying in a loud, clear voice "I declare this stone to be well and truly laid in the name of the Father, the Son, and the Holy Ghost. In response to a call from Rear Admiral Hammet all present gave three cheers for the King.

DEPARTURE FROM SICILY.

Syracuse, April 22, 10 a. m.—King Edward, on board the Victoria and Albert, escorted by four ironclads and two torpedo-boat destroyers, left here for Naples at eight o'clock this morning.

Messina, April 22.—The Victoria and Albert passed here at half past two this afternoon, proceeding direct to Naples.

THE VISIT TO ITALY.

Reuter's correspondent telegraphs from Rome on April 21:—It is announced that King Edward will remain incognito at Naples for two days in order to prolong his cruise. The journey will assume an official character upon his Majesty's departure from the railway station at Naples. He will visit Capri on April 25 and Sorrento on the 26th, and will arrive in Rome between four and five o'clock in the evening of the 27th. Twenty thousand men will take part in the reviews which are to be held in honour of King Edward and the Emperor William.

King Edward will stay at the Quirinal in the apartments formerly occupied by the Dowager-Queen Margherita, comprising 10 rooms and a salon. The walls of the salon are decorated with Gobelins tapestry. The furniture is a suite of walnutwood, and it will be illuminated by two large Murano lamps. The other rooms are also furnished very lavishly and in exquisite taste in several styles, ancient and modern. King Edward's bed has four sculptured columns and is inlaid with [illegible] dating from 1400. The Tribuna adds that King Victor Emmanuel personally supervised the furnishing of these apartments.

April 22.—The newspaper welcome the approaching visit of King Edward in enthusiastic terms. The "Tribuna" says that the visit of his Majesty is a demonstration of the sincere and close friendship prevailing between Great Britain and Italy and remarks that King Edward will have an opportunity of observing the development of constitutional institutions and civil liberty in Rome.

The "Patria" calls attention to the fact that it is the first time since Italy regained her unity and independence that a British Prince has visited Rome in an official capacity, and warmly welcomes King Edward, to whom, it says, Rome and Italy will accord a fitting reception.

THE WEEK'S MAIL SUMMARY.

LONDON, APRIL 24.

HOME.

Ecclesiastical.—The Bishop of Norwich, presiding last week at the Diocesan Conference, severely condemned the extreme ritualistic party.—The Bishop of Salisbury, at the Diocesan Synod on the 22nd, said that the best remedy for existing disorders would be to give the Church a voice to express itself outside of Parliament.—The House of Laymen of the Province of York adopted a resolution deploring the lack of discipline in the Church and urging that further powers should be given to the Bishops.—Archdeacon Bowers, vicar of Sandhurst, has been appointed Bishop Suffragan of Thetford.—A conference of clergy of crowded London parishes was held on the 21st to discuss social and other problems.—The annual meeting of the Mission to Lepers was held on the 20th, Sir A. Wingate presiding.—The jubilee of the Open Air Mission was celebrated on the 21st, and the anniversary of the Protestant Alliance on the 22nd.—A meeting at Canterbury has resolved to raise a suitable memorial to the late Dean Farrar in the Cathedral.—Lady Kinloss has been appointed vicar's churchwarden at Stowe for the third successive year.—The Catholic Truth Society held its annual meeting on the 20th at Westminster.

Football.—The Association Cup was won on the 18th by Bury, Derby County being defeated by six goals to nothing.

Ireland.—The King has promised his patronage and support to the proposed Dublin Exhibition.—The Nationalist Convention to consider the Land Bill was opened on the 16th in Dublin. Mr. J. Redmond presided. Mr. W. O'Brien moved a resolution expressing satisfaction at the introduction of the Bill, but declaring that the measure required serious amendment on vital points. An amendment proposing the unconditional rejection of the Bill was defeated, only one hand being held up for it, and the resolution was carried. On the 17th, after a resolution declaring that the first and greatest need of Ireland was national self-government, and that no other remedy for Ireland's needs could be accepted, Mr. W. O'Brien brought forward a number of proposals for the amendment of the Land Bill. Some of them were modified, but all were ultimately adopted. The Unionist and Nationalist Press alike express the view that the resolutions, if taken seriously, will be fatal to the Bill.—The Irish Incorporated Law Society has condemned the proposal of the Bill to place the work of land transfer in the hands of a State legal department.—The General Synod of the Church of Ireland opened its sessions on the 21st.

Labour.—Sir David Dale has accepted the chairmanship of the South Wales Coal Conciliation Board.—The engineer operatives on the North-east coast have rejected a proposed reduction of 1s. weekly in wages.

Law.—The hearing of the charge of forgery against Samuel Dougal was continued on the 16th. A servant at the Moat Farm testified to the circumstances of Miss Holland's disappearance.—An inquest was held last week on Lilian Aubert and Arthur Hull, alias Howes 30, the man who shot her. Aubert's husband, a lieutenant in the Imperial Yeomanry, gave evidence. The jury found that Hull murdered Mrs. Aubert and then committed suicide.—William Brown, 2s, stands charged with making a false entry when, on his marriage with the divorced wife of Earl Russell, he described himself as Prince Athrobold Stuart de Modena.—The alleged mutiny in the Indus was investigated at Grimsby on the 20th, when one seaman was sentenced to six and four others to four weeks' hard labour.

Naval and Military.—Lord Charles Beresford took over the command of the Channel Fleet on the 17th.—Major-General W. T. Shone has been appointed Inspector-General of Fortifications.

Oxford University.—The Rev. P. A. Wright-Henderson has been elected Warden of Wadham College.

Parliament.—The House of Commons reassembled on the 21st, and disposed of a number of Civil Service votes, including those for the Royal Palaces and the Board of Agriculture. On the 22nd the Board of Trade vote was agreed to.

Political.—Lord Temple has resigned the presidency of the Western Conservative Association, being unable to support the policy of the Government.—Mr. John Morley, speaking at Newcastle on the 18th, denied that the Liberal party had abandoned Home Rule.

The Royal Commission on the supply of food and raw material in war time has been appointed. Lord Balfour of Burleigh is chairman, and the Prince of Wales a commissioner.

The Turf.—At Epsom, on the 21st the Great Metropolitan Handicap was won by Major Edward's Wavelet's Pride.

Wills.—Lieut.-Col. Temple-West left to the National Gallery, the Society for the Promotion of Christian Knowledge and other institutions more than £200,000.—Mr. W. Hatton, of Manchester, who died leaving estate valued at £283,009, net, bequeathed about £13,000 to charities.

Yachting.—Shamrock III. had just left Weymouth on the 17th for a trial spin when a squall dismasted her. The steward was knocked overboard and drowned, and Sir Thomas Lipton and several of the crew were injured. The hull is uninjured. When the yacht starts for America she is to be accompanied by Shamrock I.

THE EMPIRE.

King Edward arrived at Malta on the 16th, and was received with enthusiasm by a great crowd of spectators. His Majesty afterwards held a Levee, when he received and cordially acknowledged five loyal addresses. On the 17th the King witnessed a parade of the garrison and was present at a State dinner. On the 20th his Majesty reviewed a Naval Brigade, 8,000 strong, and laid the first stone of a new breakwater at the entrance to the Grand Harbour. King Edward left Malta on the 21st, but put in at Syracuse on account of the disagreeable weather. The journey to Naples was resumed next morning.

Australia.—Lord Tennyson held an investiture of Coronation honours at Sydney on the 18th.—The revenue for the past nine months was £3,977,200, of which £9,285, 1s0 was returned to the several States. The conference of Australian Premiers at Sydney was concluded on the 22nd.

Canada.—The Finance Minister in his Budget speech stated that the duties on German goods are to be increased by one-third in retaliation.

Newfoundland.—The seal fishery has been the best for many years, the catch numbering 320,000.

Somaliland.—A Galadi despatch of April 15 reports that Colonel Cobbe has started with a column for Wardair. General Manning was at Galadi and was about to start for Gerlogubi. A Bohotle telegram reports various transport difficulties. A camel post has been established between Berbera and Galadi.

South Africa.—Sir Gordon Sprigg is believed to be desirous of being taken back by his old party but they will not tolerate this.

THE UNITED STATES.

German Relations.—It is stated that the American Mediterranean squadron, after saluting President Loubet at Marseilles on his return from Algeria, may visit Kiel.

The Northern Securities Judgment.—One of the Judges who gave judment against the Northern Securities Company has suspended so much of the injunction as forbade the payment of regular dividends by the merging companies, pending an appeal to the Supreme Court.

A Lock-out has occurred at most of the collieries of the Philadelphia and Reading Coal Company, and 41,000 men are idle.

FOREIGN.

Bulgaria.—Prince Ferdinand left Sofia on the 10th for Mentone.

China.—Our Peking Correspondent says that the Russians are still in full occupation of and are steadily tightening their grip on Manchuria. The latest Russian excuse is the presence at Niuchwang of British and American gunboats. Official reports from Mukden state that Russian troops have occupied several strategic positions on the Yalu River, while native regiments are being organized under Russian officers.—Tsen Chunhsuan, acting Viceroy of Sze-chuan has been ordered to assume a similar post in Kwang-tung and Kwang-si. A terrible famine prevails in Kwang-si. Many thousands are said to be perishing. The Government has issued instructions for the signature of the indemnity gold bonds.

Congo State.—Our Paris Correspondent has reason to believe that there has been no question of ejecting the Belgians from the Lado enclave, which King Leopold is entitled to hold for the term of his life.

France.—President Loubet reviewed a force of 9,000 men at Algiers on the 16th and arrived at Oran on the 17th.—Our Paris Correspondent reports letters by the bishop of Nantes and the Archbishop of Lyons, and notices by various religious associations, in reference to the measures of the Government. The Trappists accuse a section of the Parliamentary majority of and endeavour to subject them to blackmail.—M. de Lanessan, ex-minister of Marine, contributes to the "Siecle" an article on the service which Britain rendered to France in 1875 in helping to avert the danger created by the aggressive policy of Germany.—A squadron of Bavarian dragoons are reported to have trespassed across the frontier till warned off by a Customs official.—Ex-Captain Dreyfus has demanded a fresh inquiry into his case.—The proposal of certain Nationalists to give the King a hostile reception in Paris is censured by journals of the most divergent views; but M. Paul the Cassagnac, in the Autorite, violently protests against his Majesty's visit.

Germany.—The subscription to the new loan has been very successful.

Italy.—Signor Prinetti has resigned. Admiral Morin has become Foreign Minister, and Admiral Bettolo Minister of Marine.

Morocco.—Discontent and distress are increasing at Fez on account of the great rise of prices. The Sultan intends to attack the rebels in the Tesa district.—The Sultan's English employes refuse to leave Fez until the French military mission departs, and vice versa.—The Spanish Government has ordered the Sultan's Custom-house officials to leave Melilla, as the pretender has threatened to cut off all supplies by land if the Spaniards continue to allow the Sultan's officials to collect dues there.—Ujda, a large town near the Algerian frontier, has gone over to the rebels.—It is reported from Fez that the tribesmen have attacked and pillaged Mekinez.

Portugal.—The mutiny of a detachment of infantry has occurred at Oporto.

Severe Snowstorms have occurred in Germany, Austria, and Russia, railways being blocked and much damage being done by frost.

The Bagdad Railway.—The convention for the construction of this railway and the statutes of the new company have been published.—The French financiers who contemplate participation in the scheme object to the chairmanship being entrusted exclusively to Germans.—Our Constantinople Correspondent points out that, owing to the Haidar Pasha concession, British goods are liable to heavy quay dues from which German "through" goods are exempt.

The Balkans.—An official despatch from Constantinople states that many Albanians have been arrested there, and precautionary measures have been taken with regard to the Albanian garrison at Yildiz. This is regarded as the first serious sign that the Sultan may be disposed to attack the Albanians, who have rejected the overtures of the Sultan's special mission.—The belief is widespread among the Turks that the Albanian troubles are being made the pretext for a concentration of troops to be eventually used for a sudden march on Sofia.

Obituary.—Sir Oliver Mowat, Lieutenant-Governor of Ontario; Mrs. Sarah Hackford, of Pretoria, founder of the East London Children's Hospital; Sir T. Thornton, Town Clerk of Dundee; Dr T. Blaney, of Bombay; Rear-Admiral G. E. Belknap, U. S. N.; Maj.-Gen. D. Macintyre, V.C., Sir R. Menzies; Sir C. B. G. Sawle.—"Times."

THE STRAIN OF EMPIRE.

A PROTEST FROM BOMBAY.

The following from "An Anglo-African" appears in the "Sunday Sun":—Many things have happened lately to remind us that the work of running the British Empire does not grow less with the passage of years, the widening of boundaries, and the development of individual Colonies. Perhaps the most interesting, although not the most cheering, passage in Mr. John Morley's remarkable speeches of this week dealt with the thorny subject of inter-Home and-Colonial relations. This problem I have touched upon several times—for instance when discussing the preposterous claim of Rhodesia for complete autonomy in native matters, and when considering Mr. Hyatt's proposal that the Imperial Government should force certain economic daggers upon the Transvaal, whether the inhabitants of our new Colony objected or not.

If I read Mr. Morley aright he is one of the comparatively small body of British politicians who place the welfare of England—and Greater Britain—before the exigencies of party; and although one may not agree with him that an Empire is merely a State which wastes its capital resources, it is easy to believe that he is genuinely concerned for Mr. Chamberlain and the New Imperialism. So am I in certain of its aspects, although on the whole I regard it as a most excellent thing. Not only in South Africa but elsewhere it is possible that our able and enterprising Secretary for the Colonies may have gone perilously near over-driving the Imperial engine. His desire for the real greatness of Greater Britain, not only in trade but in permanence of influence on the world's progress, I frankly recognise; the service he has done in re-creating an ardent Imperialist feeling in England cannot be exaggerated. But all this may be worse than neutralised should he make a single mistake in settling either of half a dozen serious outstanding questions as between the Home Country and the Colonies, the Colonies themselves, and certain Colonies and our vast eastern Dependency.

Although in this brief article I do not propose to attempt to delimit the boundaries of Colonial rights and duties and those of the Motherland with respect to the burden of Imperial defence, I would point out that here for example is a problem before which the boldest of British statesmen might well be excused for blenching. Mr. Chamberlain has not blenched; I wonder whether he and Lord Selborne alike have seen the problem in simpler and easier terms than those in which I can claim to view it. They have told the Colonies that England cannot go on paying out vast sums for our Army and Navy—which is largely used, they contend, for Colonial purposes—without increasing contributions from the Colonies that England protected by the Army and Navy. Mr. Morley, approaching the matter from another side, has urged that we should not go on doing so, and he has set forth facts concerning relative taxation at home and in the Colonies to prove that the Colonies ought in equity to pay more. Meanwhile in other directions, notably in certain semi-financial contributions to the periodical press on the South African question, Britons throughout the Empire are being told incessantly that the Empire must stand on a firm commercial basis, not on the shifting sands of mere sentiment.

No one admits this, in a certain degree, more fully than I. At the same time, I would suggest that the most dangerous thing that British statesmanship can do for the British Empire is to encourage the calm and unsentimental discussion of the reasons why loyal Britons everywhere are proud to belong to it. So soon as British Imperialism is reduced to simple figures in £ s. d. it will begin to disintegrate. One might as well ask a lovesick youth to analyse the sources of his affection as demand of the average loyal Briton in the Colonies to set down briefly the material advantages of Imperialism to him, as an individual.

The safe way in Imperial governance lies midwise between the old let-alone policy of Mr. Gladstone and the surging enthusiasm for consolidation and unity in essentials among our Colonial populations of which Mr. Chamberlain is so brilliant an exponent. But who is there that can unfeelingly hit this happy mean? He must be halfseer, half man of affairs; what Kipling's eulogist of the jolly knight have called "a bloomin political harumphrodite, poet and statesman, too." Mr. Chamberlain is the nearest thing to the man required that the times have yet brought forth. Should he prove too small for the task, and should not another and greater arise, Mr. Morley's pessimism may prove only too well-founded; the Empire may fall of its own dead-weight and the stupidity and wastefulness of its central control.

Not a few persons are awaiting with interest the solution of the dispute focussed the other day by a resolution of the Bombay Chamber of Commerce protesting against the new Cape Colonial Alien Immigration Law. This law is practically the same in all important particulars as that passed in 1901 by the Australian Federation, to which the Bombay Chamber offered no formal objection. In explanation of their present activity, the British Indian gentlemen aforesaid now endeavour to establish a distinction between Australia and South Africa, alleging that whilst the former is peculiarly a white man's country and a country governed on the principle of adult suffrage, the Cape is a land which should have distinct uses for free British Indians, by reason of its racial, climatic, and other peculiarities. On the other hand, the Colonial Government insists, under its law of February last, on its right to demand that such aliens entering the Colony must be indentured for a definite period only, and that they shall have an income of at least 5s. a day for the first six months of their residence there.

The Russian and Polish Jews emigrating to South Africa have been able to dodge this regulation, thanks to a fund of several thousands of pounds raised locally; and the British Indians are now crying out for at least such freedom in the Colony as is enjoyed by the common nigger and "foreigners who have known no claim."

I pity Mr. Chamberlain in this dilemma. The coolie question in Natal was the first big problem which he had to tackle on taking up the reins at Downing Street; and he showed it on that occasion with some discretion, although he can hardly be said to have settled it. Eight years later the Asiatic spectre arises once more in South Africa and in an even more puzzling form. Moreover, behind the squabble between the Cape and the Bombay babu lowers the possibility of trouble with Australia, with British Columbia, and with Natal. The British Indian demands the "same right enjoyed by all other subjects of His Majesty of going to and residing in any part of the King's dominions entirely unrestricted by legislation."

Which is absurd, for in our wisdom we Anglo-Saxons have refused the British Indian all but the most narrow of political rights in his own land. In due time we may level up his standard of living to something like that of the Western world. Then we may safely let him go wherever the flag goes, with comparative immunity from a naturally galling supervision. Meanwhile the object of all decent white men in the Empire must be to prevent the average standard of Western life from being depressed by competition with the Far East.

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GOSSIP OF THE WEEK.

LONDON, APRIL 24.

THE CONCEIT OF THE GREAT.

Greatness is not always as modest as it is found in some of the stories in Mr. Bryce's new book. It is Sir M. Grant Duff, if one remembers rightly, who tells us of a young nobleman who did not take the trouble to pay his debts, and who, on being remonstrated with for his neglect, retorted that "Pitt never paid his debts." When the same young nobleman had been guilty of some misconduct, and was again being rebuked, he reminded his censor that "the nation forgave Nelson." A greater man than this young reprobate had a good conceit of himself. Prince Bismarck was introduced to Wagner in a drawing-room in Berlin, and the composer paid the Chancellor a pretty compliment. "I have for a long time regretted," he said, "that circumstances have not enabled me to live in the same city with the greatest statesman of the century." Bismarck recognised himself as in a looking-glass. I also regret, he said, "but as I have no idea of moving to Munich I suppose it can't be helped if"

THE OTHER SIDE.

It is not always so. It was not egotism which prompted Wellington, when somebody told him that his despatches would be read long after he had passed away, to say, after a pause: "And they will I" The Iron Duke had the true spirit of greatness which is unconscious of itself. Once, when the man who had won Waterloo was crossing a London street some passer-by seized the chance of bowing down before him and begging to be allowed to help him across. The Duke allowed the man to take his arm, and at the other side the stranger, in the language of fulsome adulation, expressed his thankfulness that he had lived to render even so slight a service to the greatest man who ever lived—or something not less ridiculous. The Iron Duke was as blunt as he was frank, and, turning the other way he said: Don't be a silly fool!

THE GREATEST MAN.

It would be interesting to have the opinions of a hundred eminent men of our time as to the one man who, in all the world's history, towers above all others. Mr. Gladstone thought, as probably the majority of people think, that Shakespeare had the distinction, and he placed the poet in company with two others as the world's greatest trio of men. He was not prepared to qualify his sweeping statement, but declared that "undoubtedly" the greatest men who ever lived were Homer, Dante, and Shakespeare. Homer created a people, a language, and a religion. Dante created a people and a language, but not a religion. Shakespeare did not create any of the three, but I am inclined to think that his reputation will increase, and that in another century he may be universally acknowledged to be the greatest man who ever lived.

THE G.O.M. ON OTHER MEN.

It is surprising that Mr. Gladstone thought William Morris the greatest living poet in his day, though he wanted to make William Watson Poet Laureate; and many people will be surprised, perhaps, to know that Mr. Gladstone declared that the most eloquent speaker he ever heard in the House of Commons was Richard Lalor Shiel. A story was current at the time of the last change in the Speakership that, when talking over the subject with some friends, Mr. Gladstone had said: The most remarkable thing in the controversy is that, as far as I know, no one has mentioned the name of the man best suited for the position. Who is that? his friends asked quickly, and they were all astonished when, according to the story, the G.O.M. replied, Sir William Harcourt.

"WAS CROMWELL A GREAT MAN?"

There is still among us the author of a study of the Protector who found himself one day discussing with Mr. Gladstone the character of Cromwell and his place in history. "I have not yet read your book," said Mr. Gladstone, "but tell me, have your researches led you to think that he was a great man—a very great man? Certainly! exclaimed the astonished author. For example, went on Mr. Gladstone, do you think he was as great a man as the late Lord Althorp? The biographer was probably too astounded to reply to the distinguished statesman. Mr. Gladstone had been Prime Minister then for the last time but the Whips had still to think of him, and a strong partisan to whom the story was repeated, gasped out: For heaven's sake, don't tell anybody he said that—at any rate not until he is gone!

A KING AND A LIAR.

Yet it was Mr. Gladstone's son who had charge of the Cromwell statue, and arranged for its erection. The fact perhaps made the G. O. M. a little more disposed to appreciate the merits of the Protector, whom he admired, while talking with a friend at sea, to have been one of the biggest men who ever wielded power in this country. But he was not sure whether he would have voted for the statue, his son Herbert notwithstanding. The Irish members were fully justified in their opposition, he said, raising his glass at the dinner-table, and I drink to Mr. Justin McCarthy. Mr. Gladstone thought Clarity's Cromwell pure fetishism. But he had no love for Charles Stuart. He said once, Charles II. was a most unworthy man, in fact a liar.

THE NATION'S MANUSCRIPTS.

Not all those perhaps, who are talking an interest in the question of private property in National MSS, know that during the last thirty years £50,000 of the taxpayer's money has been spent in collecting and obtaining printed copies of the historical manuscripts in the possession of our great families. Royal Commissions have never been remarkable for short careers, but the only Commission which has ever been well on the way towards middle age is the Commission which has in hand the collection and publication of historical MSS. All over the country are scattered millions of interesting papers which have been preserved through the centuries in the archives of our great families, or have come into their possession by various ways, and it is the business of the Commissioners to discover their value and report what is interesting in these rare collections.

THE GOVERNMENT'S LIBRARY.

A unique and costly library has grown up since the Commission began its work in 1869, and the volumes are still appearing. There is, it would seem, no end to the historical papers which tell at first hand the story of the adventures of kings, the plottings of statesmen, the whims and fancies of our old nobility. There is, it may be safely said, no such library anywhere else in the world, and as a literary achievement it is not unworthy of being compared with the Encyclopædia Britannica or the Dictionary of National Biography, both of them, surely, noble bids for immortality.

A KING IN THE CITY.

Lord Montagu, if ever he has a dull moment in his splendid house at Beaulieu, has only to turn to his historical papers to find reading more fascinating than the newest and best of the six shilling novels. One of the manuscripts in his collection has a graphic description of a king's visit to the City, and a remarkable attack made upon the Lord Mayor as he rode in the procession. The king was Charles Stuart, and the unpopularity of the Lord Mayor had made the citizens indignant. The women of the city attacked his lordship, pulled his chain from his neck, called him traitor to the City and were like to have born both him and the Recorder to pieces. "The King" we are told "had the worst day in London that ever he had the people crying privilege of Parliament by thousands and praying God to turn the heart of the King shutting up all their shops and standing at their doors with swords and halberds." The people did not, spare the Queen, and the Commons were resolved if their demands were not granted to stand in their defence and mind no more the way formerly gone in."

A TRAGEDY IN HOLBORN.

Not all the things we are told in the historical manuscripts are of such weight. There were murders in those days, and a paper in Lord Montagu's collection tells of a strange tragedy done in Holborn, a little before Christmas, thus: A boy of seven years old came up into a gentleman's chamber and prattled to him, and drew his sword and flourished with it. The gentleman, being in bed, wondered to see the boy toss his blade so and said, "So, good boy, thou hast done well put in the sword." The boy persisting the gentlemen rose and held him the scabbard, and the rude-handled lad thinking to sheath the sword lustily chops it into his belly. Company were called. One offered to strike the child. Let him alone quoth the gentleman. God is just this boy's father did kill five years since and none knew. No he hath revenged it. And the gentleman died the second dressing.

JOHN BULL, PUBLISHER.

The Historical MSS. library, however is not the most elaborate literary undertaking of the Government. It goes on from year to year, and may become in time an unparalleled example of national publishing. In this year's estimates the work of the Commission is down for £1,750 and the cost of printing will no doubt bring up the figure considerably. John Bull is a great publisher and it is doubtful any private publisher place books first were ever has produced work which for cost and unprofitableness can be compared with one of those in John Bull's catalogue. The reports of the Challenger expedition published by the Government are laid up in forty-seven volumes and contain 27,650 pages of letter-press and 413 maps, charts and diagrams. It has cost about £90,000, of which not more than £20,000 has been recovered by sales.

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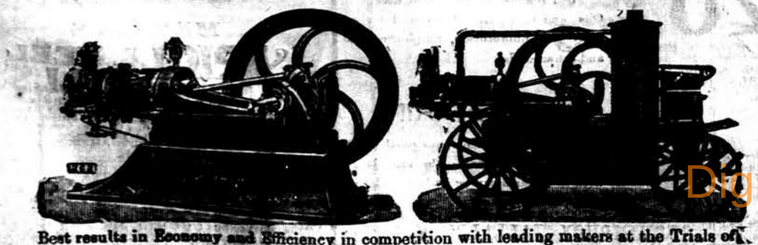

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The misery of Life is immensely increased in these days of Fevers, if you miss such a single precaution as Batliwalla's Ague-Mixture and Pills.

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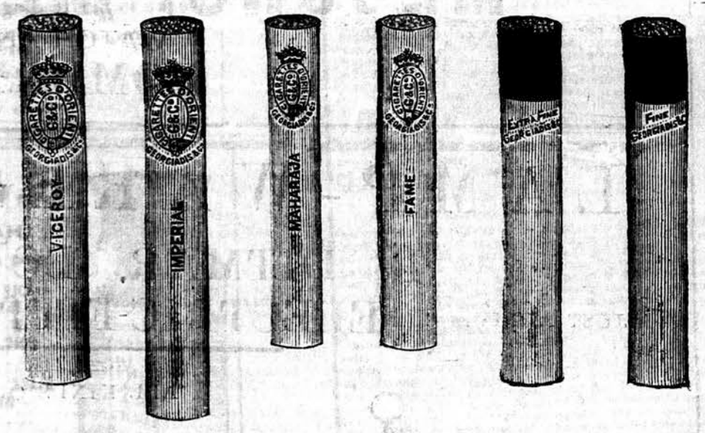

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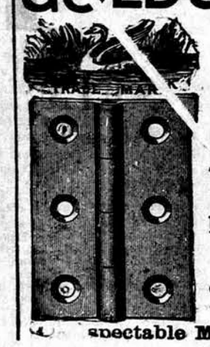

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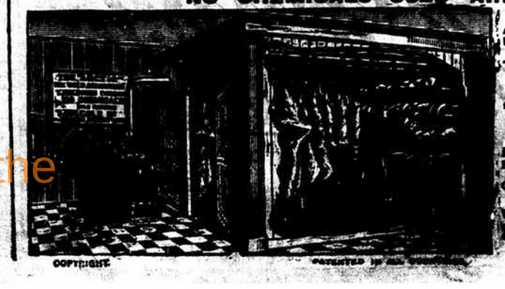

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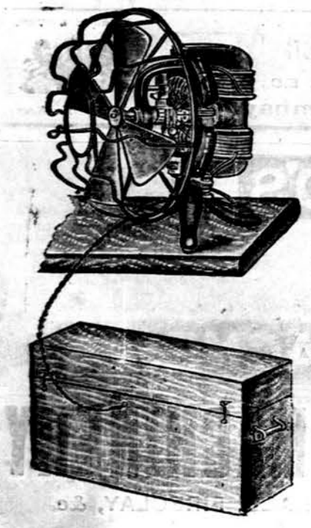

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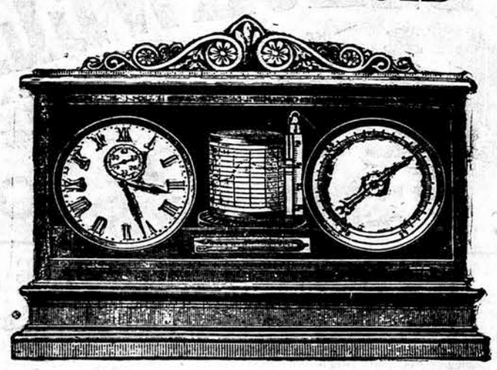

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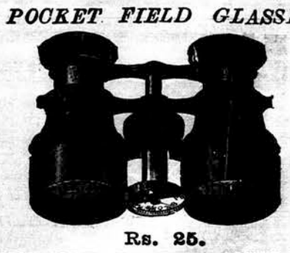

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